

S. F. TAYLOR,  
Sole Agent.  
Lighters and Steam Launches  
Supplied.  
ILOILO, PHILIPPINE ISLANDS

# The Hongkong Telegraph.

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS  
ORIENTAL AGENCY  
Sole Agents for the  
UNITED ASBESTOS CO.  
LIMITED, LONDON.  
DODWELL & Co., Limited,  
General Managers.

NEW SERIES No. 3015. 日五十月三年八十二緒光

TUESDAY, APRIL 22, 1902.

二拜禮 號二十月四英港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 8,710,000

Head Office—YOKOHAMA.  
Branches and Agencies:  
TOKIO. KOBÉ.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENTSIN. NEWCHANG.  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
PARIS BANK, LD.  
THE UNION BANK OF LONDON, LD.  
HONGKONG BRANCH—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,  
Manager.  
Hongkong, 27th March, 1902. [10]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND .....  
Sterling Reserve ..... \$10,000,000 \$14,250,000  
Silver Reserve ..... \$4,250,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:  
R. SHEWAN, Esq., Chairman.  
Hon. J. J. BELL-IRVING, Deputy Chairman.  
A. Haupt, Esq.  
E. Goetz, Esq.  
H. Schubart, Esq.  
G. H. Medhurst, Esq.  
N. A. Siebs, Esq.  
D. M. Moses, Esq.  
H. W. Slade, Esq.  
A. J. Raymond, Esq.  
H. E. Tomkins, Esq.

CHIEF MANAGER:  
HONGKONG—SIR THOMAS JACKSON.  
MANAGER:  
Shanghai—H. M. BEVIS, Esq.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.  
ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per Annum.  
For 6 months, 3 per cent. per Annum.  
For 12 months, 4 per cent. per Annum.  
T. JACKSON,  
Chief Manager.  
Hongkong, 4th April, 1902. [13]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.  
INTEREST on deposits is allowed at 3 1/2 PER  
CENT. per annum.  
Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.  
For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.  
Hongkong, 4th October, 1900. [14]

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital ..... £1,000,000  
Paid up Capital ..... £374,374  
HEAD OFFICE—HONGKONG.  
Board of Directors:  
Chan Kit Shan, Esq. | C. Evans, Esq.  
Chow Tung Shang, Esq. | J. T. Lauts, Esq.  
Chief Manager:  
GEO. W. F. PLAYFAIR.  
Interest for 12 months Fixed ..... 5%  
Hongkong, 20th December, 1899. [15]

### THE DEUTSCHE ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Tael 5,000,000  
HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.  
BRANCHES:  
Berlin. Calcutta. Hankow.  
Tientsin. Tsingtau (Kiautschow).  
LONDON BANKERS:  
Messrs. N. M. ROTHCHILD & SONS,  
UNION BANK OF LONDON, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIETICHON DER DISCONTO GESELLSCHAFT.  
INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.  
H. SCHOTTLAENDER,  
Manager.  
Hongkong, 15th April, 1902. [16]

### GUARANTY TRUST COMPANY OF NEW YORK.

(AMERICAN BANK).  
ESTABLISHED 1864.

PAID UP CAPITAL ..... U.S. Gold \$2,000,000  
SURPLUS AND UNDIVIDED PROFITS \$4,758,600  
TOTAL ..... \$6,758,600  
Head Office: NEW YORK.

Directors:  
Samuel D. Babcock. Adrian Iselin Jr.  
George F. Baker. James N. Jarvie.  
August Belmont. Augustus D. Juilliard.  
George S. Bowdoin. Richard A. McCurdy.  
Frederic Cromwell. Levi P. Morton.  
Walter R. Gillette. Walter G. Oakman.  
E. H. Hartman. Alexander E. Orr.  
G. G. Haven. Henry H. Rogers.  
R. Somers Hayes. H. McK. Twombly.  
Charles R. Henderson. F. W. Vanderbilt.  
Harry Payne Whitney.

Walter G. Oakman, President.  
Adrian Iselin Jr., Vice President.  
Henry A. Murray, 2nd Vice President.  
Wm. C. Edwards, Foreign Dept.  
F. C. Harriman, Secretary.  
R. C. Newton, Trust Officer.  
London Committee:  
Arthur John Fraser, (Chairman).  
Donald C. Haldeman.  
Honorable Levi P. Morton.

LONDON OFFICE:  
33 and 35, Lombard Street, E.C.  
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:  
PARR'S BANK, LIMITED.

HONGKONG OFFICE:  
4, DES VŒUX ROAD.  
General Banking and Exchange business  
transacted.  
INTEREST ALLOWED.  
On Current Accounts at 2 1/2 per annum.  
On Fixed Deposits:  
For 3 months 2 1/2 per annum.  
" 6 " 3 1/2 " "  
" 12 " 4 1/2 " "  
N. G. EVANS,  
Acting Manager.  
Hongkong, 10th April, 1902. [18d]

### IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.  
Shanghai Tael.  
SUBSCRIBED CAPITAL ..... 5,000,000  
PAID-UP CAPITAL ..... 2,500,000  
Head Office—SHANGHAI.  
Branches and Agencies:  
CANTON. PEKING.  
CHEFOO. PENANG.  
CHINKIANG. SINGAPORE.  
CHUNKING. TIENTSIN.  
HANKOW.  
THE Bank purchases and receives for collection  
Bills of Exchange drawn on the above  
places, and Sells Drafts and Telegraphic Transfers  
Payable at its Branches and Agencies.  
HONGKONG BRANCH.  
Advances made on approved securities.  
Bills discounted.  
INTEREST ALLOWED ON DEPOSITS.  
1 1/2 per Annum Fixed Deposits for 3 months.  
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**Intimations.**

The Old Familiar Beverage

**STONE GINGER BEER,**

YCLEFT "POP."



BREWED BY WATKINS, LIMITED.

\$1.75 per doz., less \$1.00 allowed Bottles returned.

**WATKINS, LIMITED.**

**CHEMISTS, AERATED WATER MANUFACTURERS,**

APOTHECARIES HALL, No. 66, Queen's Road Central, Hongkong.

**FACTORY:—Mason's Lane.**

**WAI KIN TAI YEUK FONG.**

Branches also at Canton, Shanghai, Hankow and Peking.

Hongkong, 19th February, 1902. [714c]

**GREEN ISLAND CEMENT COMPANY, LIMITED.**

**PORTLAND CEMENT.**

25.50 per Cask of 375 lbs. Net ex Factory.

23.50 per Bag of 250 lbs.

**SHEWAN, TOMES & CO., General Managers.**

Hongkong, 15th March, 1902. [19]

**THE MEDICAL HALL, GERMAN DISPENSARY.**

No. 70, QUEEN'S ROAD CENTRAL, has been TRANSFERRED TO DES VUEX ROAD, Corner of ICE HOUSE STREET.

Hongkong, 17th April, 1902. [452d]

**EXCHANGE TABLES.**

U.S. GOLD DOLLARS into SILVER DOLLARS and vice versa at rates ranging from 40 to 44½ may be had by addressing to "GOLI."

c/o The Hongkong Telegraph Office.

Price \$1 per Copy.

Hongkong, 15th April, 1902.

## THE TWO POPULAR SCOTCH WHISKIES

ARE THE CELEBRATED

**"HOUSE OF COMMONS"**

Better known as

**"Black and White"**


[White Seal]

AND

**BUCHANAN BLEND**

[Red Seal]

Distillers by Appointment to His Majesty the King



**SOLE AGENTS: LANE, CRAWFORD & CO., HONGKONG.** [343d]

**BANJOS**

**STEWART AND BAUER'S**

"20th Century" and "Thoroughbred" also

**"WASHBURNS."**

**MANDOLINES, GUITARS, STRINGS, FITTINGS, REPAIRS.**

**THE ROBINSON PIANO CO., LIMITED,** Hongkong, Shanghai & Singapore. [935c]

Hongkong, 28th January, 1902.

**To-day's Advertisements.**

**THEATRE ROYAL, CITY HALL.**

THE INTERNATIONAL VAUDEVILLE COMPANY.

**TO-NIGHT! TO-NIGHT!**

**SPECIAL FEATURES!**

**BIG ENTERTAINMENT!!**

THE PANTOMIME WITH BIG BALLET

**"THE SEA ROBBERS."**

SINGING, DANCING, TABLEAU.

CHANGE OF PROGRAMME DAILY.

Doors Open at 8.30 P.M. Commence 9 P.M.

SEATS on Sale at THE ROBINSON PIANO CO., LIMITED.

Remember our open Challenge to any wrestler in Hongkong—Catch weight.

Hongkong, 22nd April, 1902. [465d]

**FOR SWATOW.**

THE Company's Steamship

**"FORMOSA."**

Captain Hodgins, will be despatched for the above Port, on THURSDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 22nd April, 1902. [470d]

**NIPPON YUSEN KAISHA.**

**NOTICE TO CONSIGNEES.**

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

**"WAKASA MARU."**

having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 29th instant, will be subject to rent.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 2nd May, or claims in connection therewith will not be recognized.

**NIPPON YUSEN KAISHA.**

Hongkong, 22nd April, 1902. [472d]

**Co-day's Advertisements.**

**THE "STAR" FERRY COMPANY, LIMITED.**

THE SHARE CERTIFICATE No. 210 for One Hundred and Twenty-four Shares Numbered 1933/45 inclusive, standing in the Name of LAM SIN SANG, of 61, Bosham Street West, Victoria, Hongkong, having been LOST, Notice is hereby given that unless the said Certificate be produced at the Office of the Company, No. 2, Connaught Road, Victoria, Hongkong, before the 30th April, 1902, a NEW CERTIFICATE for the said Shares will be issued and the OLD CERTIFICATE will thereafter be held by the Company as NULL and VOID.

**EDWARD OSBORNE,** Secretary.

Hongkong, 22nd April, 1902. [473d]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR SWATOW.**

THE Company's Steamship

**"THALES."**

Captain Robson, will be despatched for the above Port, on FRIDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 22nd April, 1902. [474d]

**Intimation.**

**A. S. WATSON AND CO., LTD.**

ESTABLISHED A.D. 1841.

**WINE AND SPIRIT MERCHANTS.**

**AUSTRALIAN WINES.**

Bottled by Messrs. SANDEMAN, Sydney, N.S.W.

**CLARET.**

Per Doz. Qts. Per Bot.

Reserve Extra ..... \$12.00 \$1.00

Reserve Special ..... 15.00 1.25

Reserve Extra Special ..... 18.00 1.50

Supreme ..... 21.00 1.75

**HOCK.**

Per Doz. Qts. Per Bot.

Reserve Extra ..... \$12.00 \$1.00

Reserve Special ..... 15.00 1.25

Reserve Extra Special ..... 18.00 1.50

Supreme ..... 21.00 1.75

**SOLE AGENTS: A. S. WATSON & Co., LIMITED,**

The Hongkong Dispensary.

**MARRIAGE.**

On the 12th April, at St. Andrew's Cathedral, Singapore, by the Colonial Chaplain, the Rev. W. H. C. Dunkerley, FREDERICK WEHELM LORENZ FRITSCHE, of Hamburg, to CHRISTINA ISABELLA, daughter of E. Woodworth, S.S. Pin Seng.

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**The Hongkong Telegraph**

HONGKONG, TUESDAY, APRIL 22, 1902.

**NOTES AND COMMENTS.**

**A Bridge to Kowloon.**

The report of the Harbour Master, Commander MURRAY RUMSEY, R. N., from which we to-day publish some extracts, is a most interesting one. One of the principal features of the report is a suggestion that the time has come for Hongkong to be connected with Kowloon by a bridge. That such a scheme will have to be put into operation sooner or later there can be very little doubt for, as Commander RUMSEY points out, the bulk of the available building land on the Island is already used up and some outlet for our ever increasing population, not to speak of some means of alleviating our overcrowding, must shortly be found. The natural remedy is, of course, migration to Kowloon. On the other side of the water building sites abound and there is ample room to plant a town ten times the size of Hongkong, on fairly level ground. Then too, the Harbour is becoming

overcrowded and the anchorage will have to be extended, which will naturally mean that vessels will have to anchor near the Kowloon shore and perhaps even so far away as behind Stonecutters Island. All this will necessitate better communication with Kowloon, and it stands to reason that a connection by means of a bridge would be far ahead of any ferry service.

We fancy, however, that the height of the bridge will have to be more than the forty feet above the water suggested by Commander RUMSEY. It must not be forgotten that there is a great deal of junk and cargo-boat traffic to and from the Harbour, and we think that if a bridge were built it should be sufficiently high above the water to allow of junks and small steamers passing underneath. A drawbridge could be opened for large vessels passing in or out, but it would be impracticable and interrupt traffic too much to be constantly opening the passage for junks. They at least should have room left for them to sail underneath at all states of the tide. Seventy-five to a hundred feet should suffice for this we imagine, and we do not see why this height should not be attained without any great engineering difficulty or danger from typhoons being encountered.

The advantages of a bridge are beyond question, particularly if the proposed electric tramway were run across it and extended to Yau-ma-tei, Lai-chi-ko and Kowloon City, thus bringing a host of good building sites within easy reach of the City. As we have frequently pointed out, no man can afford to live outside of a certain radius from his place of business, and this radius is not fixed by actual distance, but by time, and can be indefinitely extended when rapid means of transit are available. Of course the bridge would cost a great deal, but we do not think that a question of expense should be allowed to stand in the way. The Colony could afford the Reclamation, and we believe that it could easily afford a bridge that would bring land worth twenty Reclamations within easy reach of the City at all times and in all weathers.

The question of the water supply would, too, be solved by the bridge, for, as Commander RUMSEY points out, waterpipes could be laid along it from Kowloon, and this would do away with a great deal of expense in constructing further reservoirs in Hongkong, which will otherwise be necessary. In fact a bridge would solve very many problems which at present appear incapable of solution.

We hope that Commander RUMSEY's proposal will not be pigeonholed, but will be received with the attention and consideration which it deserves. If, as the experts tell us, the curse of plague is due to overcrowding, then a bridge to Kowloon should be regarded as a sanitary measure.

**REUTER'S TELEGRAMS.**

**GREAT SHIPPING COMBINATION.**

LONDON, April 19th.

The great British, German, and American transatlantic steamship lines, with the exception of the Cunard and Allan, have formed an immense combination to check the present ruinous competition.

**LATER.**

**THE PEACE NEGOTIATIONS.**

Absolute silence continues to be maintained officially concerning the peace terms discussed at Pretoria. Numerous circumstantial and contradictory rumours are being circulated in London, and it is impossible to ascertain the truth. It is believed however that the Transvaal representatives complain of the obstinacy of the Orange Free Staters.

**TELEGRAMS TO THE NORTH.**—The Manager of the Joint Telegraph Co. informs us that owing to repairs to the Hongkong-Foochow cable, there will probably be some delay on the traffic to and from North China and Japan.

**SECRET SOCIETIES.**—Thirteen of the most prominent leaders of secret societies in the Yangtze region have been arrested at Nanking. They are now awaiting trial in the City Magistrate's prison and will most likely be decapitated.

**TIENTSIN VOLUNTEERS.**—Major General Creagh, V. C., presided on the 8th at a meeting at the Gordon Hall, Tientsin, convened by Mr. Harding, when a Mounted Volunteer Corps was constituted and the first members enrolled.

**THE PENANG VOLUNTEERS** propose to give a smoking concert on the 25th inst. to those members who are going to England to represent the Colony at the Coronation. As yet we have heard nothing of any "send off" for our own contingent. But Hongkong is always behindhand.

**THE SINGAPORE MURDER.**—The four men arrested at Singapore, on suspicion of being concerned in the murder of Mr. Rutherford, were brought up at the Police Court on the 14th instant and formally remanded for a week. The names of the men are Leong Ah Yew, Siew Weng Yew, Chan Ah Kai, and Wong Ah Kong.

**EMIGRATION IN 1901.**—69,774 Emigrants left Hongkong for various places during 1901; of these, 44,855 were carried by British ships and 24,919 by Foreign ships; 123,032 were reported as having been brought to Hongkong from places to which they had emigrated, and of these, 95,454 were brought in British ships and 33,576 by Foreign ships.

**THE CEYLON CORONATION CONTINGENT** is to go home by the *Oryza*. It is to be 97 strong; the C. L. I. will be in scarlet and blue with white leggings; the C. A. V. in blue, and the C. M. I. in scarlet and white riding breeches. The Rifle Corps will wear green serge. The cost of the passage home of the contingent is estimated at Rs. 70,000.

**PERSECUTION.**—The Tientsin *Hui* states: The Chinese Government have instructed the authorities of the "Five Cities" in Peking and the Provincial authorities of Chihli to arrest a number of foreign-educated Chinese, for punishment. So far two men have been arrested, one of them being charged with robbing the former Treasurer of Chihli of his official seal during the Boxer war.

**COMMUNICABLE DISEASES.**—The return of cases of communicable disease reported as occurring in the Colony during the week ended on 19th April, shows:—Bubonic Plague, seven cases, six deaths; six cases being Chinese and one Portuguese; Cholera, twenty-four cases and twenty-one deaths, all Chinese; Enteric Fever, one fatal case, Chinese; Puertal Fever, one fatal case, Chinese; Small-pox, four cases and two deaths, Chinese.

**UNREST IN SHANTUNG.**—Owing to the large number of disbanded soldiers now wandering about Shantung, a good deal of unrest exists in the province. Robbery and crime of a violent nature are becoming terribly frequent and unless the Government takes some speedy and effective steps to suppress the growing disorders, there is a danger of the people taking the matter in hand themselves and forming organised, armed bands for their own protection.

**PROGRAMME OF MUSIC** to be played by combined Bands of the Garrison on the New Recreation Ground, on Wednesday, next, the 23rd inst., from 5 p.m. to 6.30 p.m.:

March..... "Heroes of England"..... T. B. Widdowson.

Overture..... "French Comedy"..... Kala Bala.

Selection..... "Belle of New York"..... Kijker.

Valse..... "Pina Dora"..... Waldteufel.

Piccolo Solo..... "Deep Blue Sea"..... Brewster.

Selection..... "Shop Girl"..... Ivan Caryll.

The Pipers of the Hongkong Singapore Battalion Royal Artillery will play during the intervals of the Programme.

**U.S. TRANSPORT ASHORE.**—The transport *Hancock*, the "pride of the fleet" is aground on a reef off Iba, on the Zamboanga coast, says the *Manila Times* of 14th inst. News has just been received at the Captain on the Port's Office. The *Liscum*, the *Custer* and the *Trenton* have been despatched post-haste to lighten her cargo and the *Francisco Reyes* has been sent to bring down her mail. The *Hancock* left San Francisco March 16. Her present master is Capt. Wilson, for several years in command of the *Meade*. It is supposed that the skipper hugged the shore too closely and ran his ship on a sand reef. The *Hancock* is bringing 750 sacks of mail.

**SEAMEN.**—Twenty thousand five hundred and eleven Seamen were shipped and 23,189 discharged at the Mercantile Marine Office and on board ships during the year. One hundred and ninety-two "Distressed Seamen" were received during the year. Of these, 69 were sent to the United Kingdom, 5 to Sydney, 1 to Vancouver, 2 to Bombay, 3 to Calcutta, 1 to Brisbane, 1 obtained employment on shore, 2 went as passengers to Shanghai, 1 to Singapore, 1 to Melbourne, 2 to Manila, 1 to the United Kingdom, 1 taken charge of by United States Consul, 4 disappeared, 1 dismissed, 7 died at the Government Civil Hospital, 1 remained at the Government Civil Hospital, 1 at the Sailors' Home, and 87 obtained employment. Three thousand eight hundred and eighty-eight dollars and four cents were expended by the Harbour Master on behalf of the Board of Trade in the relief of distressed Seamen, and \$207 by the Consul.

**STEALING BUCKETS.**—Li Kum Sing, a coolie from Chung Lok, living at Yau-ma-tei, was imprisoned for 2 months with hard labour for stealing 2 wooden buckets and an iron pan, total value \$2.30, the property of Tung Ying, at Mong Kok on the 22nd instant.

**MUTINOUS TROOPS.**—A Peking despatch reports that one of the regiments of infantry lately despatched to Chaoyang to suppress the insurrection there, mutinied against the officers of the regiment before arriving at the scene of disturbance. After murdering two of the officers, and appropriating all the money that was sent under their escort to Chaoyang to be used as military expenses, they dispersed in different directions.

**COTTAM & CO. FOR SUN HATS.**

**COTTAM & CO. FOR PANAMA HATS.**

**COTTAM & CO. FOR WASHINGTON BOATSHOES.**

**DRUNK.**—Yago Sato, a Quarter Master from Japan employed on the S.S. *Asping Maru*, was fined \$1 for being drunk and incapable on the public landing steps at Connaught Road West on the 21st instant.

**FIRE.**—Though the fire-bell rang last evening at 7 o'clock, indicating an outbreak in the western part of the city, it turned out to be a false alarm, yet a small fire occurred at the same hour at the Hongkong and Kowloon Wharf and Godown Company's premises at Kowloon, though fortunately it was quickly put out and none was much the wiser.

**VLADIVOSTOCK.**—The present accommodation in Vladivostock harbour for merchant vessels is so small as to make it impossible for more than three steamships to be moored there at one time. An extension scheme is under consideration now, it is stated, which is to so far increase the size of that part of the harbour as to admit of the mooring of five vessels.

**MANILA PAPERS SUED.**—According to the *Manila Times*, criminal suits have been filed by the government against the *Manila Volcano* and the *Manila Freedom*. The complaints are both signed by Major Bishop, Prosecuting Attorney. That against the *Volcano* is based upon "Volcano" Marshall's attack upon Judge Robde. The complaint against *Freedom* is under the new section law, and is brought on account of an editorial which appeared in that paper on April 6 commenting on an article written by Sydney Adamson, in *Leslie's Weekly*, about the policy of the Civil Government in its choice of native officials.

**THE "CONDOR."**—The Admiralty, on receipt of a report that all hope of the *Condor* being afloat must now be abandoned, and expresses deep sympathy with the relatives and friends of those who were on board, and with the nation generally at the loss of one of His Majesty's ships and of so many valuable lives. A full inquiry is to be held with the object of ascertaining whether the ship was, by her build, rig, and equipment—including the officers and men—in all respects fitted for the service on which she was employed. [In all probability the result of this inquiry may affect the sister ships of the *Condor* now on this station.—Ed., H. K. T.]

**ACCIDENT AT THE NAVAL YARD WORKS.**—About seven o'clock on Sunday evening a large crane toppled over into the water where work was in progress in connection with the Naval Yard Extension Scheme. It has not yet been ascertained whether the mishap was the result of a pure accident, or whether it was overtaken purposely by one of the Chinese employees. In one quarter the damage has been estimated to be close upon \$30,000 including damage to a large centrifugal pump. Messrs. Pynchard, Lowther and Co., inform us that this is absolutely incorrect as the damage has been greatly over-estimated. It is expected that everything will be in working order by the end of the week.

**APPLICATION REFUSED.**—A meeting of the Justices of the Peace was held this afternoon at the Magistrate's to consider an application from Esther Oliver for permission to remove her Publican's business from houses Nos. 12 and 13 Queen Victoria Street to houses Nos. 72 and 74 Queen's Road Central under the sign of the "New Travellers' Hotel." There were present the Acting Superintendent of Police (Mr. J. F. Badeley), Mr. B. Hazeld, Mr. C. McAlister, Mr. E. P. Halifax and Mr. C. A. D. Melbourne. After the details of the business had been gone into the application was unanimously refused. There were no Police complaints whatever, the objection being chiefly regarding the locality of the proposed hotel.

**STEAM LAUNCHES.**—The Harbourmaster's Report for 1901 shows that on the 31st December, there were 253 steam launches employed in the Harbour; of these, 122 were licensed for the conveyance of passengers, 110 were privately owned, 17 were the property of the Colonial Government, and 6 belonged to the Imperial Government in charge of the Military Authorities. Two Masters' Certificates were suspended for three months, three for two months, two for one month, and ten Masters were cautioned, one Master and one Engineer's Certificates were cancelled. Four hundred and ninety-two engagements, and four hundred and thirty-five discharges of masters and engineers were made from 1st February to 31st December. Twelve steam launches were permitted to carry arms, &c., for their protection against pirates; of these, three were previously permitted and nine during this year.

**THE ANPING.**—The good, fast ship of the China Merchants Co. otherwise the steamship *Anping* (Capt. Mackinnon) arrived here this morning from Tientsin via Shanghai. She has made the run down from Shanghai in very good time, taking only about 70 hours from wharf to wharf. This vessel brought Prince Teat, the Chinese Ambassador, to the Coronation at Shanghai from Tientsin, and so pleased was the Prince with all on board that he presented some of money to the whole Chinese crew, while he caused one of his secretaries to obtain the full name and rank of all the Chinese on board with a view, presumably, to recommending them for suitable recognition of their valiant efforts to make the Chinese gunned passengers and his suite comfortable and happy on voyage. It is little wonder that the *Anping* was the Great L.T. favorite ship, and that most high officials prefer her to any other of the China Merchants' fleet, for she is very comfortably fitted up, steams well, is in command of one of the most skillful and competent navigators of Eastern Seas, while the officers and crew are all picked men. The officers of the *Anping* are: Captain Mackinnon, Chief Officer, J. Whitlaw, (on leave) Acting Chief Officer, J. Dickinson, Second Officer, J. H. Dickinson, Third Officer, J. H. Dickinson, Fourth Officer, J. H. Dickinson, Fifth Officer, J. H. Dickinson, Sixth Officer, J. H. Dickinson, Seventh Officer, J. H. Dickinson, Eighth Officer, J. H. Dickinson, Ninth Officer, J. H. Dickinson, Tenth Officer, J. H. Dickinson, Eleventh Officer, J. H. Dickinson, Twelfth Officer, J. H. Dickinson, Thirteenth Officer, J. H. Dickinson, Fourteenth Officer, J. H. Dickinson, Fifteenth Officer, J. H. Dickinson, Sixteenth Officer, J. H. Dickinson, Seventeenth Officer, J. H. Dickinson, Eighteenth Officer, J. H. Dickinson, Nineteenth Officer, J. H. Dickinson, Twentieth Officer, J. H. Dickinson, Twenty-first Officer, J. H. Dickinson, Twenty-second Officer, J. H. Dickinson, Twenty-third Officer, J. H. Dickinson, Twenty-fourth Officer, J. H. Dickinson, Twenty-fifth Officer, J. H. Dickinson, Twenty-sixth Officer, J. H. Dickinson, Twenty-seventh Officer, J. H. Dickinson, Twenty-eighth Officer, J. H. Dickinson, Twenty-ninth Officer, J. H. Dickinson, Thirtieth Officer, J. H. Dickinson, Thirty-first Officer, J. H. Dickinson, Thirty-second Officer, J. H. Dickinson, Thirty-third Officer, J. H. Dickinson, Thirty-fourth Officer, J. H. Dickinson, Thirty-fifth Officer, J. H. Dickinson, Thirty-sixth Officer, J. H. Dickinson, Thirty-seventh Officer, J. H. Dickinson, Thirty-eighth Officer, J. H. Dickinson, Thirty-ninth Officer, J. H. Dickinson, Fortieth Officer, J. H. Dickinson, Forty-first Officer, J. H. Dickinson, Forty-second Officer, J. H. Dickinson, Forty-third Officer, J. H. Dickinson, Forty-fourth Officer, J. H. Dickinson, Forty-fifth Officer, J. H. Dickinson, Forty-sixth Officer, J. H. Dickinson, Forty-seventh Officer, J. H. Dickinson, Forty-eighth Officer, J. H. Dickinson, Forty-ninth Officer, J. H. Dickinson, Fiftieth Officer, J. H. Dickinson, Fifty-first Officer, J. H. Dickinson, Fifty-second Officer, J. H. Dickinson, Fifty-third Officer, J. H. Dickinson, Fifty-fourth Officer, J. H. Dickinson, Fifty-fifth Officer, J. H. Dickinson, Fifty-sixth Officer, J. H. Dickinson, Fifty-seventh Officer, J. H. Dickinson, Fifty-eighth Officer, J. H. Dickinson, Fifty-ninth Officer, J. H. Dickinson, Sixtieth Officer, J. H. Dickinson, Sixty-first Officer, J. H. Dickinson, Sixty-second Officer, J. H. Dickinson, Sixty-third Officer, J. H. Dickinson, Sixty-fourth Officer, J. H. Dickinson, Sixty-fifth Officer, J. H. Dickinson, Sixty-sixth Officer, J. H. Dickinson, Sixty-seventh Officer, J. H. Dickinson, Sixty-eighth Officer, J. H. Dickinson, Sixty-ninth Officer, J. H. Dickinson, Seventieth Officer, J. H. Dickinson, Seventy-first Officer, J. H. Dickinson, Seventy-second Officer, J. H. Dickinson, Seventy-third Officer, J. H. Dickinson, Seventy-fourth Officer, J. H. Dickinson, Seventy-fifth Officer, J. H. Dickinson, Seventy-sixth Officer, J. H. Dickinson, Seventy-seventh Officer, J. H. Dickinson, Seventy-eighth Officer, J. H. Dickinson, Seventy-ninth Officer, J. H. Dickinson, Eightieth Officer, J. H. Dickinson, Eighty-first Officer, J. H. Dickinson, Eighty-second Officer, J. H. Dickinson, Eighty-third Officer, J. H. Dickinson, Eighty-fourth Officer, J. H. Dickinson, Eighty-fifth Officer, J. H. Dickinson, Eighty-sixth Officer, J. H. Dickinson, Eighty-seventh Officer, J. H. Dickinson, Eighty-eighth Officer, J. H. Dickinson, Eighty-ninth Officer, J. H. Dickinson, Ninetieth Officer, J. H. Dickinson, Ninety-first Officer, J. H. Dickinson, Ninety-second Officer, J. H. Dickinson, Ninety-third Officer, J. H. Dickinson, Ninety-fourth Officer, J. H. Dickinson, Ninety-fifth Officer, J. H. Dickinson, Ninety-sixth Officer, J. H. Dickinson, Ninety-seventh Officer, J. H. Dickinson, Ninety-eighth Officer, J. H. Dickinson, Ninety-ninth Officer, J. H. Dickinson, One hundredth Officer, J. H. Dickinson, One hundred and first Officer, J. H. Dickinson, One hundred and second Officer, J. H. Dickinson, One hundred and third Officer, J. H. Dickinson, One hundred and fourth Officer, J. H. Dickinson, One hundred and fifth Officer, J. H. Dickinson, One hundred and sixth Officer, J. H. Dickinson, One hundred and seventh Officer, J. H. Dickinson, One hundred and eighth Officer, J. H. Dickinson, One hundred and ninth Officer, J. H. Dickinson, One hundred and tenth Officer, J. H. Dickinson, One hundred and eleventh Officer, J. H. Dickinson, One hundred and twelfth Officer, J. H. Dickinson, One hundred and thirteenth Officer, J. H. Dickinson, One hundred and fourteenth Officer, J. H. Dickinson, One hundred and fifteenth Officer, J. H. Dickinson, One hundred and sixteenth Officer, J. H. Dickinson, One hundred and seventeenth Officer, J. H. Dickinson, One hundred and eighteenth Officer, J. H. Dickinson, One hundred and nineteenth Officer, J. H. Dickinson, One hundred and twentieth Officer, J. H. Dickinson, One hundred and twenty-first Officer, J. H. Dickinson, One hundred and twenty-second Officer, J. H. Dickinson, One hundred and twenty-third Officer, J. H. Dickinson, One hundred and twenty-fourth Officer, J. H. Dickinson, One hundred and twenty-fifth Officer, J. H. Dickinson, One hundred and twenty-sixth Officer, J. H. Dickinson, One hundred and twenty-seventh Officer, J. H. Dickinson, One hundred and twenty-eighth Officer, J. H. Dickinson, One hundred and twenty-ninth Officer, J. H. Dickinson, One hundred and thirtieth Officer, J. H. Dickinson, One hundred and thirty-first Officer, J. H. Dickinson, One hundred and thirty-second Officer, J. H. Dickinson, One hundred and thirty-third Officer, J. H. Dickinson, One hundred and thirty-fourth Officer, J. H. Dickinson, One hundred and thirty-fifth Officer, J. H. Dickinson, One hundred and thirty-sixth Officer, J. H. Dickinson, One hundred and thirty-seventh Officer, J. H. Dickinson, One hundred and thirty-eighth Officer, J. H. Dickinson, One hundred and thirty-ninth Officer, J. H. Dickinson, One hundred and fortieth Officer, J. H. Dickinson, One hundred and forty-first Officer, J. H. Dickinson, One hundred and forty-second Officer, J. H. Dickinson, One hundred and forty-third Officer, J. H. Dickinson, One hundred and forty-fourth Officer, J. H. Dickinson, One hundred and forty-fifth Officer, J. H. Dickinson, One hundred and forty-sixth Officer, J. H. Dickinson, One hundred and forty-seventh Officer, J. H. Dickinson, One hundred and forty-eighth Officer, J. H. Dickinson, One hundred and forty-ninth Officer, J. H. Dickinson, One hundred and fiftieth Officer, J. H. Dickinson, One hundred and fifty-first Officer, J. H. Dickinson, One hundred and fifty-second Officer, J. H. Dickinson, One hundred and fifty-third Officer, J. H. Dickinson, One hundred and fifty-fourth Officer, J. H. Dickinson, One hundred and fifty-fifth Officer, J. H. Dickinson, One hundred and fifty-sixth Officer, J. H. Dickinson, One hundred and fifty-seventh Officer, J. H. Dickinson, One hundred and fifty-eighth Officer, J. H. Dickinson, One hundred and fifty-ninth Officer, J. H. Dickinson, One hundred and sixtieth Officer, J. H. Dickinson, One hundred and sixty-first Officer, J. H. Dickinson, One hundred and sixty-second Officer, J. H. Dickinson, One hundred and sixty-third Officer, J. H. Dickinson, One hundred and sixty-fourth Officer, J. H. Dickinson, One hundred and sixty-fifth Officer, J. H. Dickinson, One hundred and sixty-sixth Officer, J. H. Dickinson, One hundred and sixty-seventh Officer, J. H. Dickinson, One hundred and sixty-eighth Officer, J. H. Dickinson, One hundred and sixty-ninth Officer, J. H. Dickinson, One hundred and seventieth Officer, J. H. Dickinson, One hundred and seventy-first Officer, J. H. Dickinson, One hundred and seventy-second Officer, J. H. Dickinson, One hundred and seventy-third Officer, J. H. Dickinson, One hundred and seventy-fourth Officer, J. H. Dickinson, One hundred and seventy-fifth Officer, J. H. Dickinson, One hundred and seventy-sixth Officer, J. H. Dickinson, One hundred and seventy-seventh Officer, J. H. Dickinson, One hundred and seventy-eighth Officer, J. H. Dickinson, One hundred and seventy-ninth Officer, J. H. Dickinson, One hundred and eightieth Officer, J. H. Dickinson, One hundred and eighty-first Officer, J. H. Dickinson, One hundred and eighty-second Officer, J. H. Dickinson, One hundred and eighty-third Officer, J. H. Dickinson, One hundred and eighty-fourth Officer, J. H. Dickinson, One hundred and eighty-fifth Officer, J. H. Dickinson, One hundred and eighty-sixth Officer, J. H. Dickinson, One hundred and eighty-seventh Officer, J. H. Dickinson, One hundred and eighty-eighth Officer, J. H. Dickinson, One hundred and eighty-ninth Officer, J. H. Dickinson,



## A BRIDGE TO KOWLOON.

A GOOD, THOUGH STARTLING, PROPOSAL.

In his annual report for 1901, Commander Rumsey, the Harbour Master, says—

It will be almost universally admitted, I think, that the population of the town of Victoria is gradually growing beyond the numbers that can be satisfactorily and healthily housed, and while schemes are more or less tentatively put forward, having as a partial object the relief of this overcrowding, the real question of how and where to find good and sufficient housing room for our ever-increasing numbers has not really been tackled. In 1894 we were somewhat suddenly made to face the fact that the conditions of life amongst the very large numbers of Chinese of the lower class dwelling in Hongkong was such as to demand amelioration, and since that memorable year, special efforts have been made with this object, and with these efforts has resulted an almost universal demand for more room.

Since the Island of Hongkong has practically little more room for the purpose, it seems remarkable that, just at about the time when the demand was forced upon us, the supply should have appeared in the acquisition of what is known as the New Territory. Our boundary on the mainland was thrown back and more than 200 square miles added to Hongkong. In this large tract of almost unoccupied land, we have in hand, at once, the remedy for overcrowding in our City, and if we really mean business when we speak about relieving the pressure in the dwellings in Victoria, we must give all half-measures the go-by in favour of the one full measure of providing housing room whereby the surplus population can be accommodated on the other side of the Harbour. By this means a double purpose will be served, the unhealthy conditions now existing in Victoria will be removed and, at the same time, the New Territory will be opened up and developed, to the advantage of the Public Revenue and of the Colony generally.

But in order to accomplish this, it is absolutely necessary that we should have easy communication with the other side, and by "easy" I mean something very different from the present Ferry service. Communication between Hongkong and Kowloon should be by means of a bridge across the Harbour. The advantages to be derived by such a means of communication are so obvious, that they need hardly be alluded to. The mere thought of the difference between walking over to Kowloon direct, or riding over in a chair or a ricksha, or better still, in the electric tramcar, compared with the present more or less comfortable passage in moderate weather and no passage at all in bad weather, should be sufficient to commend the scheme beyond question. Nor is the scheme, in my opinion, anything less than a practical one, for there can be no engineering difficulty, I should say, in building a bridge about one mile long over water averaging in depth about 37 feet and with a maximum of 52 feet at Low Water. Nor will such a bridge be any practical obstruction, or even inconvenience, to shipping.

The line I would propose would be from Pottinger Street to Tsim Sha Tsui and striking Robinson Road, Kowloon. The style of the bridge is not of importance at the present moment, but I would suggest one break in it, to be closed by a "swing" or a "draw" bridge, not for general use, but chiefly for the convenience of more or less disabled ships wishing to go into dock from the further side of the bridge. The Harbour would be practically divided into two parts, the Eastern and the Western, and at the first glance, it might seem that a ship in the Western half, bound North, or a ship in the Eastern half bound South, would be seriously inconvenienced, but this is not really so. To a given point in her voyage, the ship going North would, at a speed of 10 knots, sacrifice 45 minutes if she started from the West of the bridge and went through Sulphur Channel, while the ship bound South and being to the East of the bridge, would sacrifice even less. How often one sees in the present day, ships spending almost as many minutes in "pointing" after they have left their buoy if they happen to be adversely awing, while, on the other hand, ships under similar circumstances can be seen leaving just as they would do if the bridge existed, that is to say, going out by Lee-mun Pass if bound South and vice versa. By placing the bridge where I propose the well established coasting steamer of the Douglas S. S. Co. would have their Wharf on the Eastern half of the Harbour. Their first port being only about 175 miles distant, 45 minutes might be of importance to them. It would necessarily be a low-level bridge both for the convenience of the approaches and for better security from typhoons. A clearance not exceeding 40 feet at high water would, I consider, be ample.

That the cost of such a bridge would be considerable is undoubted, but any reasonable expenditure would be justified in a cause such as I have alluded to. Besides which, the bridge can be made remunerative by the imposition of a toll. Not less than 6,000,000 passengers annually pass between Hongkong and Kowloon (3,000,000 each way); this number would probably be increased by one-half if a bridge existed. Nine millions (9,000,000) passengers at an average toll of 1 cent would be a substantial return on the money laid out, and this direct return only, the indirect return, in the form of rates, &c., would probably be even greater, while the advantage to be gained in being able to carry telegraph cables across the bridge instead of in their present tortuous position and the possibility of using the bridge as an aqueduct for a supply of water to Hongkong from the Kowloon range cannot altogether be overlooked.

COTTAM &amp; CO. FOR GENT'S BATHING GEAR.

## THE HARBOUR.

NORIE ROOM WANTED.

In his annual report for 1901, the Harbour Master says—

The problem of providing berthing accommodation in the Harbour for the ever increasing tonnage frequenting the Port is one that is getting more difficult each year, and though there may not be any very pressing necessity just at present, there can, I think, be no reasonable doubt that, with the constant advance in size, draught, and number, as well as Ships-of-War as of the Mercantile Marine, and of Foreign as well as British Shipping, the water space which, up to the present time, has sufficed, will, before many years, be found quite inadequate.

The first note of warning has been sounded. Owing to the increase in size and number of His Majesty's Ships on the China Station, as well as of the Ships-of-War of Foreign nations, and to the reclamation of the shore of deep water by the extension of the Naval Yard, the Man-of-War anchorage, which formerly accommodated all Ships-of-War, British as well as Foreign, has recently been found at times insufficient for even our own ships, and the excess has had to be accommodated elsewhere, and thus while Foreign Ships-of-War are still, as formerly, berthed when practicable in the special anchorage, this is frequently found impracticable, and their berths are assigned to them by the Harbour Master, a course also sometimes rendered necessary in the case of British Ships-of-War.

The necessity for providing special anchorages for the accommodation of Ships-of-War, coal ships and ships with gunpowder or dangerous cargo, as well as for keeping three fairways clear for the passage of ships through the Harbour, entails very much the available deep water space, and in order to provide further berthing room without extending the anchorage to an inconvenient distance East and West, the question of deepening the comparatively shallow area lying between Yaumati and Stonecutters Island, and of removing the shoal patches off Quarry Bay and in some other parts of the Harbour, will have to be seriously considered, and probably a system of more or less constant dredging provided for.

The water area within the Harbour Limits comprises approximately 7 square miles, of this about one-half is of a less depth than 44 fathoms at Low Water; Fairways and special anchorages take up another 14 square miles, leaving only 24 square miles of deep water available for the very large and constantly increasing amount of shipping trading to the Port, and although a depth of 44 fathoms may seem an excessive requirement to-day, there is a universal tendency towards larger and deeper draughted ships, and it is probable that, at no very distant date, a considerable percentage of the shipping of the Port will not be able to do with a lesser depth. Nearly 2 square miles more of deep water could be added to our present space by increasing by one fathom the depth over the area between Yaumati and Stonecutters Island.

In the meanwhile the subject of improving the navigation conditions has received consideration. The principal obstructions to navigation at the Eastern end of the Harbour are, the Peninsula Shoal off Quarry Bay, and a shoal in mid-channel South of Cuck Rock. As neither of these carry a less depth than 27 feet at Low Water Springs, they are not at present a danger to the ships of the Mercantile Marine, though it is quite possible they may become so before long, owing to the tendency toward larger and deeper draughted ships.

But it has been pointed out that they are even now an obstruction to some of His Majesty's Ships which make Hongkong their headquarters.

A proposal of the Vice-Admiral and Commander-in-Chief to remove them by dredging was considered, and an estimate of the cost obtained, but this proved to be so large that it had to be abandoned and some alternative found.

A beacon has been built on a 12-foot patch inside and to the Northward of Lee-mun Pass, from which from the 1st January this year a red light has been displayed at night, a similar light is also shown on the North side of the Pass itself.

It is now proposed that a light shall be placed on Blackhead's Hill and another (automatic) on Cuck Rock.

This can be carried out at a comparatively small cost, as the already approved scheme of shifting Cape D'Aguilar light to Green Island and Green Island Light to Cape Collinson will make the Cape Collinson's apparatus available for Blackhead's Hill, and a considerable improvement can thus be effected which will carry us on until the time arrives when the larger scheme of general improvement already referred to above can be carried out.

## BARBOURSETT'S VAUDEVILLE COMPANY.

This talented company again gave another very successful performance last night at the Theatre Royal before a large audience. Each time was gone through without a hitch, whilst storm of applause greeted the termination of each act. Special mention must be made of the light rope walking by Miss Nellie, whilst the absurdities and eccentricities of the two clowns in the character of Obello and Desdemona kept the house in a very humorous mood. The entertainment concluded with the pantomime entitled *The Peacocks*, which introduced some excellent dancing.

An entire change of programme is advertised for to-night when the pantomime *The Sea Robbers* will be produced.

COTTAM &amp; CO. FOR TRESS'S STRAW and FELT HATS.

## THE KWANG-SI REBELLION.

IMPORTANT ARRESTS IN CANTON.

CANTON, April 21st.

There has been a rumour here for the last three days that the important town of Nanning has been captured by the rebels. The authorities maintain a strict secrecy on the affair, and only bits of information now and then leak out. There is, however, a strong feeling that some disastrous affair has happened to the Imperial troops in the disturbed area. More troops have been despatched to Kwang-si. Only yesterday at noon, the *Fuk Po* laden with provisions and ammunition took away no less than 500,000. The local military officials are requested by edicts to raise troops, and already a sort of conscription has taken place. All the telegraph wires from Wuchow to Nanning have been cut, and news is only obtained by means of couriers.

Late last night the military authorities raided a house in the west part of the city and captured six men, who it is alleged are concerned in the Rebellion, and recently came down here from the disturbed area to purchase arms, and spread their propaganda. On them were found documents with the signature "Kwok" attached, and ordering them to secretly do away with the Manchu officials in Canton. These six men are reported to be known as the Council of Six, and evidently they hold some prominent position among the rebels, as there were found among their baggage various grades of mandarin buttons, each bearing the title of Councillor. These six men are now safely lodged in the City prison, and no doubt their earthly career will soon end. It is reported that when captured they were in the act of praying, with their heads bound up and a wound streaming with blood from each of their right arms. It is probable that they were sealing their brotherhood by the method known amongst Chinese as mixing blood! There was also a fowl with its head chopped off lying on the ground. Various documents were also taken, the purport of which aimed at the assassination of the various Manchu officials in Canton. I shall write to you as soon as I obtain fresh news.

A London telegram of 9th inst., to the *Kobe Herald* says—The Chinese Government having protested against the action of certain American firms in supplying arms to the Kwangsi rebels, the United States Government has instructed the San Francisco Customs to prevent further shipments.

## LEGAL INTELLIGENCE.

## SUPREME COURT.

## CRIMINAL SESSIONS.

(Before His Lordship W. M. Goodman, Chief Justice.)

April 21st.

## FORGERY.

Robert McCann, an American electrician, was indicted on a charge of forgery. The prisoner pleaded not guilty. The following jury were empanelled:—Messrs. A. Weill, N. K. Davison, G. T. da Rosa, Jose T. da Souza, J. Ross, W. Schumacher and W. Schmidt. The Acting Attorney General (the Hon. A. G. Wise, K.C.) prosecuted.

The case, as explained by the Acting Attorney General, was a case of forgery. He then gave the Court an account of the affairs which led up to the arrest of the prisoner. It appeared that the prisoner was accompanied by another American called O'Connell. They said they were discharged seamen.

It was alleged for the prosecution that when the defendants arrived here from Manila they stayed at various places, including the Kowloon Hotel and the Australia boarding-house, 40 Pottinger Street, and left without paying the bills. They also claimed, in the prosecution, that the men had been stopping in the Hongkong Hotel, but Mr. H. Haynes, the manager, satisfactorily disproved this statement in the course of the hearing. They further passed themselves off as on the staffs of the Sanitary Board and the Public Works Department—in the latter connection they said they had obtained engagements as electrical engineers under the Hon. W. Chatham. The first defendant went to a Chinese dentist and had his teeth filled to the extent of \$36, but failed to pay. Then, on enjoyment bent, the two men engaged a launch in the firm name of Ritchie & Co., 39 Des Vaux Road, to whom they referred the launch-owner for the payment of the bill—\$75. By other transactions they are stated to have obtained a suit of clothes each from the Hong Sing shop, Beaconsfield Arcade, the Nam Sing shop, 62, Queen's Road, and the Kwong Cheung shop, 55, Queen's Road. Four or five other Chinese firms received orders from the defendants for clothing; these, however, have not been executed. But the transaction through which they came to grief was when they signed a cheque, as is alleged, in the name of Mr. Rennie at Ah Men & Co. Queen's Road, and ordered goods to the value of \$500. They had no money just then to pay for the things, they said, but would sign a cheque for the amount. Previous to this, the police had received information of the alleged frauds, and Sergeants Mursion and Kerr were sent out to get on the track of the two men. They came upon them in Thomas's Grill Rooms, and whilst Sergeant Kerr hurried off to get someone to identify them, Sergeant Mursion followed the couple along Queen's Road and saw them go into Ah Men's place. He entered just as the second defendant was signing the cheque in Mr. Rennie's name, and took both into custody. At the charge-room the second defendant slipped a piece of paper into his mouth and swallowed it before he could be prevented. On that rescued, were plainly distinguishable the words "A. H. Rennie, \$500, Hongkong and Shanghai Bank."

The prisoner who appeared to be quite unconscious of the gravity of his case, gave a very eloquent defence and asked the jury to weigh the pros and cons well before they gave their verdict. The jury after retiring for about 25 minutes returned with a verdict of guilty.

His Lordship commenting on the seriousness of the crime, sentenced McCann to 18 months hard labour.

The Court then adjourned *sine die*.

COTTAM & CO. FOR SUMMER UNDERWEAR.

## Auctions.

## PUBLIC AUCTION.

CURIOS! CURIOS! CURIOS!

THE Undersigned have received instructions to Sell by PUBLIC AUCTION,

on FRIDAY and SATURDAY, the 25th and 26th April, 1902, at No. 33, Des Vaux Road, (SPECIALLY TAKEN FOR THE SALE) Commencing each day at 2.15 P.M., near A. Tuck's Furniture Store.

A VALUABLE COLLECTION OF CHOICE JAPANESE WORKS OF ART, comprising—  
OLD NASHI GOLD LACQUERED CABINET, FINE SATSUMA PORCELAIN WARE, CHOICE GOLD LACQUERED GOODS, BRONZES, HANDSOME IVORY and WOOD CARVINGS, LACQUERED SCREENS, KUTANI, IMARI and MAKUZU PORCELAIN CURIOS made by Famous Artists, SILVER VASES, TEASETS, &c., &c.  
On View on and after the 21st instant. Catalogues obtainable on the 23rd instant.

HUGHES & HOUGH, Auctioneers.

Hongkong, 15th April, 1902. [443d]

## PUBLIC AUCTION.

THE Undersigned have received instructions from J. F. REECE, Esq., to Sell by PUBLIC AUCTION,

on SATURDAY, the 26th April, 1902, at 11 A.M., at his Office, No. 62, Queen's Road Central: SUNDRY OFFICE FURNITURE.

Comprising—  
TEAKWOOD DESKS and WRITING TABLES, BOOK CASES and SHELVES, OFFICE CHAIRS, Three MARBLE TOP BLACKWOOD CHAIRS, CLOCKS, COPYING PRESS and STAND, PUNKAHs, &c., &c.

Also:  
One IRON SAFE by E. CATTERILL & Co. BIRMINGHAM, One REMINGTON TYPE-WRITER and a quantity of LAW BOOKS.

TERMS—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 21st April, 1902. [468d]

## Notice of Firm.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE.

FROM This Date and during the TEMPORARY ABSENCE of the Undersigned Mr. C. MONTAGUE EDE will act as SECRETARY of the Society.

By Order of the Board, W. J. SAUNDERS, Secretary.

Hongkong, 21st April, 1902. [467d]

## Entertainment.

THEATRE ROYAL, CITY HALL.

SATURDAY NIGHT, APRIL 26TH, 1902.

GRAND VAUDEVILLE ENTERTAINMENT.

The Band of 2nd Battalion R.W.F. will be in attendance under Direction of MR. J. H. MOIR, Bandmaster, R.W.F. MR. A. G. WARD, Accompanist.

POPULAR PRICES: \$1, \$2 & \$3.

BOX PLAN at THE ROBINSON PIANO CO., LIMITED.

Hongkong, 14th April, 1902. [437d]

## Intimations.

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Company's Directors, held at the Company's Office, No. 2, Connaught Road, Victoria, Hongkong, on Tuesday, the 15th April, 1902, it was resolved that a CALL of \$2.50 and \$1.50 premium (\$4 in all) per Share should be and the same was thereby made upon all holders of partly paid-up Shares in the Company, such Call to be payable on the 1st May, 1902, to the Hongkong and Shanghai Banking Corporation at their Offices at Victoria, Hongkong.

If the above Call be not paid on or before the said 1st May, 1902, interest thereon at the rate of 12 per cent. per annum from the said 1st May, 1902, till actual payment will become payable.

Upon presentation at the Company's Office of the Bankers' Receipt for payment of the Call, together with the Certificate of the Shares in respect of which the Call has been paid, an endorsement to that effect will be made upon the Certificate.

By Order of the Board of Directors, EDWARD OSBORNE, Secretary.

Hongkong, 16th April, 1902. [448d]

THE PUNJON MINING COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above named Company held on the 7th day of April, 1902, it was resolved that the following Ordinary Shares of the said Company, the distinguishing Numbers of which are hereunder written, be, and they were duly FORFEITED in accordance with Article No. 28 of the Articles of Association of the said Company.

Notice of the liability to FORFEITURE of these SHARES appeared in the Hongkong Local Newspapers from the 20th day of March to the 5th day of April, 1902.

NUMBERS OF FORFEITED SHARES.

301/400	1578/1602	3444/3463
12494/12533	12707/12715	13998/14002
14103/14152	15422/15446	15855/15954
16590/16639	17115/17214	17446/17449
21381/21405	22422/22466	22417/22526
23499/23518	25719/25723	25902/25916
29782/29791	31619/31668	32044/32045
34233/34243	35203/35212	35215/35234
35409/35474	35814/35818	40604/40703
45070/45119	45354/45358	49705/49729
49810/49829	50306/50310	51146/51155
51823/51852	53306/53330	53629/53681
59066/59165		

W. KERFOOT-HUGHES, Acting Secretary.

Hongkong 9th April, 1902. [446d]

## Intimations.

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co., CONNAUGHT HOUSE.

W. BREWER & Co.

New Stock.—Tennis Rackets.

Tennis Balls.

New Stock.—Gentlemen's Black Kid Boots and Shoes.

New Novels by every English Mail. 23 and 25, Queen's Road Central.

Hongkong, 12th April, 1902. [434d]

## NEW PATENT, SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and

Private Messes, Families in Up-country places, Mission Stations,

and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters,

Lemonade, Fruit Lemonade, Champagne

Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures

Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 20th April, 1902. [473c]

## NEW YORK LIFE INSURANCE CO.

The Oldest and Largest International Life Insurance Company in the World.

SUPERVISED BY 82 GOVERNMENTS.

Written Business 1901 exceeds \$38,000,000 Gold. Actual Paid for Business 1901 exceeds \$26,000,000 Gold. A note or a Telephone Message from those wishing an "up-to-date" policy will receive immediate attention.

HECTOR W. SAMPSON, Special Representative, Hongkong Hotel.

Hongkong, 11th February, 1902. [474c]

## HIRANO WATER.

A natural clear, sparkling and effervescent Mineral Water, bottled in its NATURAL CARBONIC ACID GAS of the HIRANO Spring of Hiogo Ken, Japan. It mixes excellently with WINE or SPIRITS, and is PERMANENT IN QUALITY.

ANALYSIS PROVES ITS PURITY. PATENT CORKING.

SIEMSEN & Co., Sole Agents, Hongkong and South China.

776c]

## E. C. WILKS &amp; Co.,

MARINE ENGINEERS, SHIP CONTRACTORS AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' claims and Specifications Prepared.

Office: 9, Queen's Road Central.

Hongkong, 8th November, 1901. [1214c]

## PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898. [21]

## WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS SILKS, CARVED IVORYWARE, AND GRASSCLOTHS

AND GENERAL EXPORTERS.

No. 35, Queen's Road Central.

Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901. [1256c]

## UNTOUCHED BY HAND.

## MELLIN'S FOOD

For INFANTS and INVALIDS.

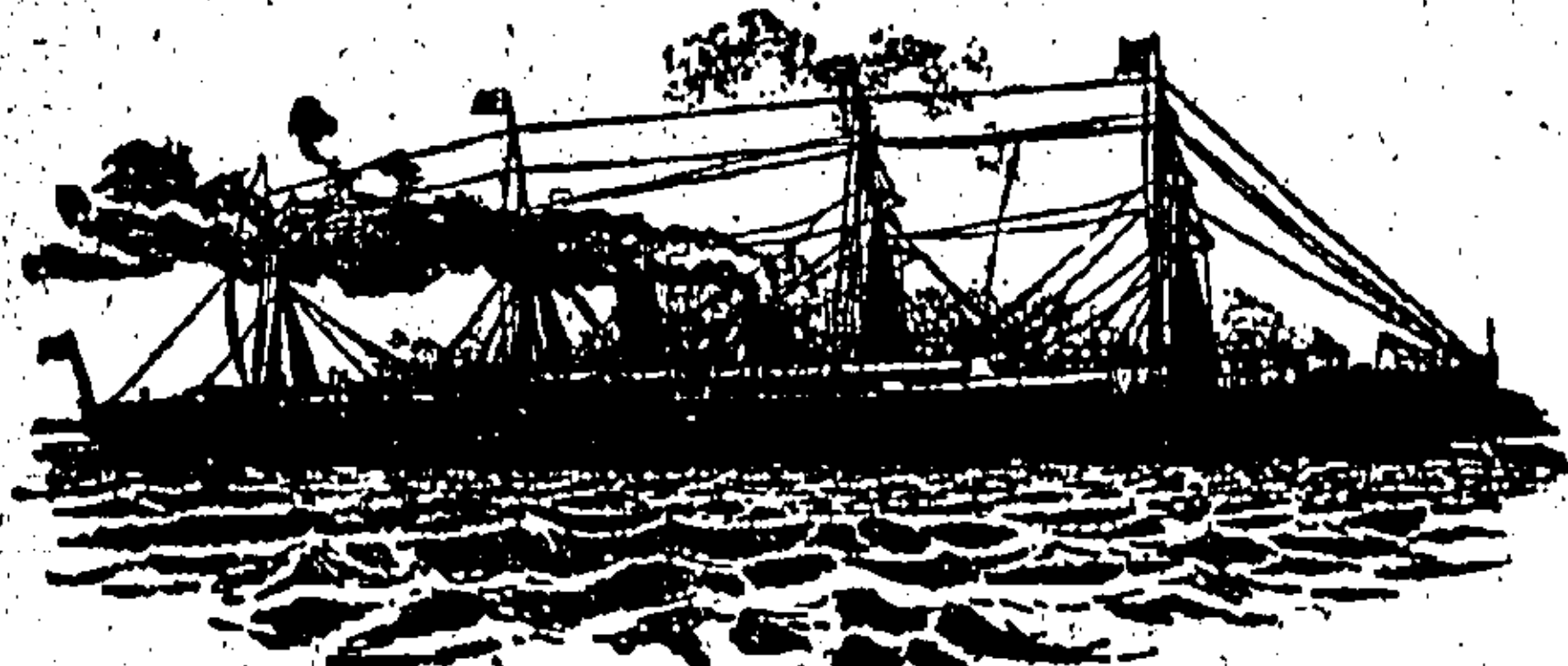
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, ENGLAND.



## Mails.

## U.S. MAIL LINES.



## PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU"	TUESDAY, 29th April, at Noon.
"CITY OF PEKING"	TUESDAY, 6th May, at Noon.
"GABLIO"	THURSDAY, 15th May, at Noon.
"HONGKONG MARU"	FRIDAY, 23rd May, at Noon.
"CHINA"	SATURDAY, 31st May, at Noon.
"DOBO"	SATURDAY, 7th June, at Noon.

THE T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

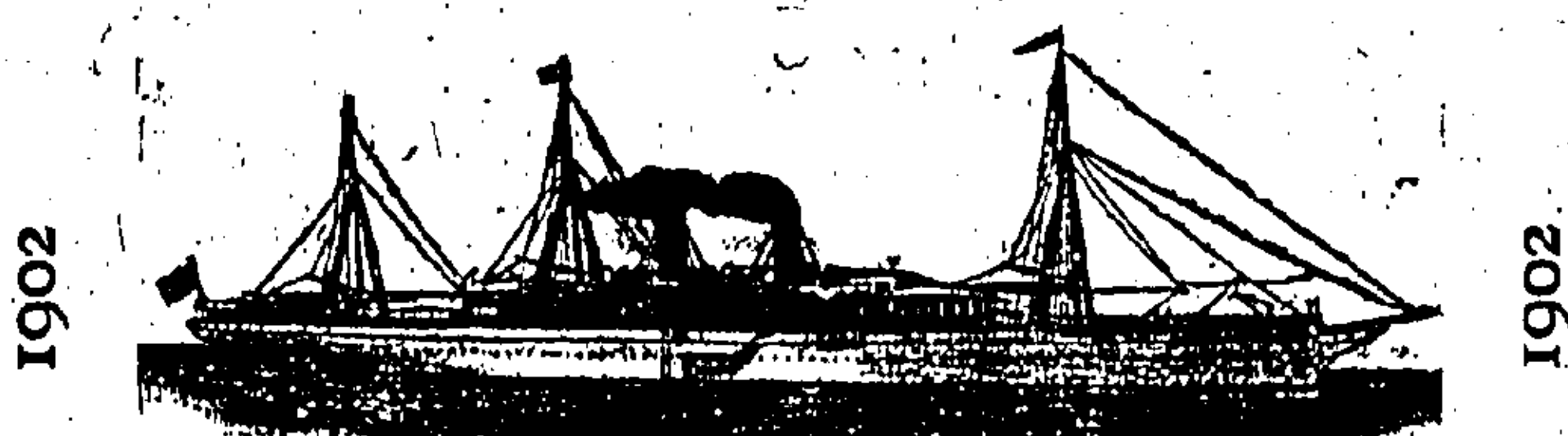
Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th April, 1902.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships, 6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 23rd April.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 14th May.
R.M.S. ATHENIAN	Comdr. H. Mowatt	WEDNESDAY, 31st May.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 4th June.
R.M.S. TARTAR	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 21st June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Peddler's Street.

Hongkong, 16th April, 1902.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates in ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	
SEGORIA	HAVRE, BREMEN, and HAMBURG. (Calling at SINGAPORE and PENANG.)	29th April.	Freight.
ADRIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	10th May.	Freight.
SAXONIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	21st May.	Freight.
SERBIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	4th June.	Freight.
SUEVA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	18th June.	Freight.
STRASBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	1st July.	Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

Hongkong, 14th April, 1902.

## UNCLAIMED LETTERS AT POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Andersen, K.	Hutty, Leon
Allix, Maurice	Holland, T. D.
Address, M.	Hammer, F.
Ah Yau	Harnan, Singh
Alaraka Siaad	Holley, Miss F.
American Commercial Co., Ltd.	Herbert, H. A.
Auterson, J.	Huxham, H.
Alva	Jardine, H.
Arman, Chas. K.	How, Mrs. Jun
Andersson, M.	Huettel, Jean
Agentur	Hlavacek, John
Aparado No. 65	Howell, E. A. R.
Alern, John	Hieber, G.
Awad, Ischab	Hofst, Mrs. A.
Anderson, D.	Hogart, D. M.
Any, F. O.	Henderson, L.
Abbott, Miss H.	Hecker, E. W.
Brown, M. M. & E. B.	Hooker, Capt. G.
Bowie, Dr.	Henkel, A.
Bennett, E. F.	Hohner, M.
Burkittell	Jaggoo
Budge, James	Joseph, S.
Bailey, E.	Johanson, Mrs. L. F.
Bach, A. H.	Jones, Miss H.
Bryan, Miss E. V.	John, A. R.
Bristowe, L. W.	Jawahir, Singh
Bell, Mrs.	Just, A.
Brook, Conrad	Jordan, E. P.
Brook, Thomas	Jonas, Frank
Barnie, G.	Khai, Bakot
Bradud, Dia	Kikuchi, T.
Banks, C.	Kistner Alfred
Baele, A.	Kendaw, E. P.
Bell, C.	Kollinger, A.
Boys, Capt. G. H.	Kemp, W. L.
Bowman, D.	Kelaidis, G.
Beeding, Mrs. D. W.	Kohn, Jacob
Baradat, Mon.	Kerr, Mark
Boken, T.	Kost, Mr. & Mrs.
Bildt, D.	Krell, Mrs.
Benita, Mestres	Krell, N.
Beit, Char.	Linnard, D. M.
Boutard, J.	Lall Singh
Brahm, G. O.	Lang, R. R.
Bhai Valiram Modiran	Lewis, G. W.
Borne, P.	Lee, Mrs. C. G.
Bounnevaux	Lowton, Miss M.
Buten, F. R.	Li Fui Lam
Bradley, Mrs. D.	Loper, Sixto
Bratler, Hy.	Loyard, R. de B.
Boutard, J.	Leonard, N.
Baradat Mon.	Lowe, Lester
Bonnett, E.	Leutenegger Mon.
Barnier, Hermann	Loe, A.
Bastillon	Lee Bar, A.
Barseousky, J.	Lee, H. B.
Catz, V. Leon	Lomas, A.
Cherry, W.	Lippmann, Mr.
Carlington, G.T.S.	Leble, P. M. M.
Chaudar Singh	Laualia, N.
Chun, O. A.	Laualia, N.
Cruz, Theresa	McPherson, J. Mrs. W. E.
Charbon, P. M.	Mitchell, R.
Corbin, F. J.	Monicelli, G.
Claton, Capt. H.	McGregor, D.
Caywood, S. S.	McCormack, R. J.
Craig, Rev. A. M.	Manick, I. C.
Carleton, F.	Manoel, A. de La
Callahan, J.	Murphy, H.
Chow Foo	Marks, R.
Clyde, P. L.	Madaren, Mrs.
Crosbie, D. T.	Merriman, A. Chas.
Clive, J. R.	Murphy, Floriana
Crawford, A. H.	Milligan, A. S.
Chapard, A.	McPhim, D.
Chang, J.	Mullen, J. M.
Clarkson, Eliza. Col.	Miller, Mrs.
Chis, Fastonne	Milling, C. O.
Clark, Miss Hazel	Mosgraver, C.
Chaudel Monsieur	Mason, H. A.
Coatwal, S. M.	Moule, Oswald
Cottell, Major A. B.	Messier, Comte de
Caston, D. H.	Borde
Chock Wong	McKellar, A. V.
Coatwel, S. M.	Mellor, E. V.
Cutter, J. L.	Meit, John
Curtis, W. S.	McGill, H. W.
Cum, L. R.	Messer, Capt.
Coppe, M. H.	March, Capt. P.
Delaboue, Mad. J.	Morrison, Mrs. J. W.
Dore, A.	Moll, A.
Dunn, F. E.	McCormack, Mrs. R. C.
Durkin, Thos.	Mayer, F. V.
Dalton, Chas.	Mongallard, C. O.
Dyrdahl, C.	Miller, Fritz
Dawson, Capt.	Mosgraver, C.
Dawson, Wm.	Mason, H. A.
Dunlop, Wm.	Moule, Oswald
Dalters, C. A.	Messier, Comte de
Devalaque, D.	Borde
Devos, Jacques	McKellar, A. V.
Davis, Prof. W. A.	Mellor, E. V.
Delany, E.	Meit, John
Elliot, J. W. P.	McGill, H. W.
Emmanuel & Co.	Messer, Capt.
Eddy, F. W.	March, Capt. P.
Ellis, T. W. S.	Morrison, Mrs. J. W.
Epanagol, Fritz	Moll, A.
Epler, Mrs. H. T.	McCormack, Mrs. R. C.
Fazal Din	Mayer, F. V.
Fernandes, I. A.	Mongallard, C. O.
Forrier, Jas.	Miller, Fritz
Ford, Mrs. R. A.	Mosgraver, C.
Foy, F.	Mason, H. A.
Frank, Wm.	Moule, Oswald
Franson	Messier, Comte de
Foutin, Mr.	Borde
Feldkamp, P. C.	McKellar, A. V.
Fraser, Jacques	Mellor, E. V.
Fraser, J. Antonio	Meit, John
Farley, E. C.	McGill, H. W.
Fernandez, C.	Messer, Capt.
Foley, J. E.	March, Capt. P.
French, F. H.	Morrison, Mrs. J. W.
Florida, V.	Moll, A.
French, F. W.	McCormack, Mrs. R. C.
Gibson, Miss	Mayer, F. V.
Gwynne, Mrs. K.	Mongallard, C. O.
Gould, Paul	Miller, Fritz
Gould, E. G. R.	Mosgraver, C.
Gill, Rev. J. H.	Mason, H. A.
Gibson, C. D.	Moule, Oswald
Ging, Z.	Messier, Comte de
Gubian	Borde
Gaw, Andrew	McKellar, A. V.
Goldstein, H.	Mellor, E. V.
Grove, H. F.	Meit, John
Gordon, Alex.	McGill, H. W.
Gower, H.	Messer, Capt.
Gore, Miss A.	March, Capt. P.
Goldenberg, A.	Morrison, Mrs. J. W.
Haaber, C.	Moll, A.
Harrington, Mrs. H.	McCormack, Mrs. R. C.
Hunt, Miss H.	Mayer, F. V.
Hutchinson, G. H.	Mongallard, C. O.
Hervie & Thomas, J.	Miller, Fritz
Hollister, Geo.	Mosgraver, C.
Halligrah, M. A.	Mason, H. A.
Henderson, G. E.	Moule, Oswald
Harrison, Miss L.	Messier, Comte de
Harrison, A. M.	Borde
Hall, E.	McKellar, A. V.
Hood, Mrs. W.	Mellor, E. V.
Hughes, G. H.	Meit, John

GIRAULT, for TABLE DELICACIES, by every Mail.

Robinson, Miss B.	Torrance, J. C.
Rutherford, T.	Thompson, James
Sutherland, G.	Ting Cheong
Silva, Miss E. da	Thompson
Sarda, W. J.	Taggart, G. M.
Silva, Amanda A. da	Taylor, M.
Schulz, Capt. R.	Turner, Miss
Silva, M. A.	Thorsby, E. R.
Sallan, C.	Thomas, Capt. Hughes
Sam Thung	Tam Sin Weng
Sirdar Bin Singh	The Hongkong Ship-
Soden, J. L. Ross	ping & Trading Co.
Sobong, Luis	Limited
Smith, J. S.	Toi Po Sieu
Sawhin, T. I.	Talmage, T. J.
Staples, G. B.	Thornton, G.
Sim, E.	Udden, Torsten
Scott, Alex. M.	Ulan, M. C.
Stewart, E. G.	Vance, Miss B.
Spinnery, W. F.	Vitch, W. Grant
Step, F. G. G.	Victor, Char.
Stefano, C.	Vancu, C. O.
Scheve, E. von	Van Bosch & Peneyro
Songee, Mrs.	Vulkmer, C. W.
Scott, J. D.	Vine, E. T.
Skala, Mrs. A.	Vallance, Mrs. F.
Sawyer, Fred.	Verbeet, Th.
Strom, J. H.	Vickson, P.
Skillen, A.	Wren, C.
Sutton, Char.	Warley, J. C. H.
Schwartz, A.	Wassermann, H. E.
Solomon, L. P.	William, S.
Stafford, J. C.	Woodchick, E. S.
Sassi, D.	Wall, George
Seyth, Tronts	Washburn, H.
Schib, C. F.	Woodchick, Miss J.
Sheffield, I. U.	Wilhelm, F. H.
Senolick	Willard, R. H. I.
Szalborn, F. G.	Woodman Sahoo, A. S.
Sisco, C. C.	Witt, L.
Smith, H. D.	Williamson, Mrs.
Stanoe, H.	Wilson
Stimmon, Rev. J. A.	Welch, A. R.
Saunders, C. B.	White, D. M.
Scraps, W. A.	Watson, T.
Stan, G.	Williams, Capt.
St. Clair, C. L.	Wynn, Mrs.
Simons, J.	Wray, J. F.
Scott, W.	Wilcocks, A. Dean
Scurulaz, G.	Walsh, C. W.
Schuruberg, E.	Wilson, Hon. B. M.
Swaby, Thos. C.	Whiting, J.
Stephenson, A.	Weise, F.
Silva, Maria A. da	Wilson, Daisy
Secretary of the Hong-	Walroth, R.
kong Amara Photo-	Woodhead, A. E.
graphic Club	Willoughby, G.
Smith, Julian	Wenbergh, O.
Slabone, V.	Williams, S.
Sharples, J.	Watchorn, W. W.
Sydney, Mrs. M.	Wiltzorn, Max.
Tennichill, Mr.	Wood, C. D.
Tansley, Mrs.	Welle, J.
The Agents—Alas	Wiltman, W. F.
Farad Express	Waters, W.
Thallo, Miss F. N.	Williams, R. H. J.
Toan, Mon.	Walford, Miss
Turner, Harry	Wachorn, W. W.
Tiddy, W. E.	Young, Koi
Taylor, Cpl. H.	Young, Miss K.
Treadwell, Mrs. R.	Young, Alex.
The Chikushi Coal	Young, E. A.
Mining & Co.	

## List of Registered Covers in Poste Restante.

Allox, M.	K. A. L. Mony
Abaca Ramon, Paris	(Colombo)
Alla Singh	Kramer
Abbas Khan	Kruger George, A. W.
Avites Victor J.	Kahar Singh, I.P.C. 806
Ahmed Khan	Kellerman, E. H.
Bhudda, I.P.S. 542	Katuk, M. H.
Baga, I.P.C. 571	Kami Dar, I.P.C. 788
Barain Singh, 800	Lina Singh
Byram, Mrs. G. L.	Li Ling See
Baban Singh	Lunnard, D. M.
Burke, M. B.	Luddo, Singh, I.P.C. 823
Bagdanoff, L.	Landa Oscar
Bover, Bros. & Co.	Laune (3)
Barnes, Alf	Mattiesen Emil
Bhog Singh	Monod, C.
Borodski Circus, (Rus-	Mull, Singh
sian address)	Mudditt, E. G. W.
Ellat D.	Mongallard, C. A. de (2)
Bonnechaur	Moses c/o, Hongkong
Britton, Miss, New	Hotel (Dead Letter)
Barnet Heris	Mahomed Ismail
Barkat Khan	Mork Jacob Laisen
Boutard	Munshi Sultan
Benavent, Vicente de	Mahomed Khan, I.P.C.
Roder	755
Besant Singh, I.P.S.	Mahomed Noor
744	Mahomed Isah
Cheaman, Master Wm.	Moson, W.
Cattor, A.	Musso, G. D.
Cairif Desgrans,	Nayrovo, Henry
Manila	Narayan, Khan, I.P.C.
Chanda, Singh	Nam Singh
Carnap (The Baroness)	Nyland John, Baltimore
Cuhn	Nelson, N. Baltimore
Chof Shing, Hanoi	Nawal Khan, I.P.C. 637
Church, Miss Mary A.	Oppenheimer, Gebr.
—Province R.	Palmer, Mrs. H. Hauts
Campbell, Alfred Alex.	England (Dead
Choy Ing Ching C/o	Letter)
Miss I. Ransome	Pottle
Davall Singh, I.P.C.	Paul, John
710	Primrose, Captain
Davis, Mrs. C. Roch-	Pill Singh, I.P.C. 649
ford	Perry, Geo.
Davis, George	Platt Joseph Showell
Emmanuel & Co.	Rode Singh
Eyeburg, Mrs. M.	Rattan Singh
Easy Khan, I.P.S. 61	Ratig, Jurets (2)
Fridenberg, D.	Ross, Mary, J. (Shal)
Frangois, A.	Rasch Ch.
Farguhar, Mrs. T. C.	Ramallali Khan, I.P.C.
Fung Min Tsow	Ratta Singh, I.P.C. 782
F. Bux, I.P.C. 784	Rabin Bux, I.P.C. 722
Faulk, Baltimore	Strautin Pakin State
Goldenberg, A.	—Railway
Griffith, G. M. Trin-	Spray, Miss Minnie
comald	Stanley, Mrs. H. C.
Gascant, C. Baltimore	New York
Ganser, H. R. (4)	Schleser, Mlle. Nell.
Hand, C. P.	Schwartz, & Co.
Hagi Tagile	Simoes, A.
Hombourg, Rosa	Sultan Mahomed Sahil
Hugand, Charles	Schulze Joh
Harder, Theodor	Sinolik, Mathias
Horwitz, E.	Solomon, J.
Harl Singh	Sydney, Mrs. M. (a)
Henkelens Tovar,	Sydenberg, A. Baltimore
Baltimore	Thorsby, E. R.
Hanson, H. N., Balti-	Tos, R. Giglie
more	Thoulon, A. Macao
Hutchinson, W. J.	(Dead Letter)
(South Shields)	T. M. H. Canton
Ismail, I.P.C. 564	Vogh Baroness Bella
Jamieson, S. W.	Williams, Miss Kate
Jefferys, Mrs. V.	Wagner, Mrs. L. J.
Jefferson, Geo.	Wali Mahomed
Jaffray, R. A.	Wilkinson, H.
Jones & Coy.	Wong Hoi Pang
Jones, Mrs. T. R.	Wong Yue Cheon
Kom He, Miss (Shat)	Warren, Georg
Kon T. M.	Wali Mahomed, I.P.C.
Kewney, Rev. C. S. R.N.	849
H. M. S. Campbell	Welch, Wm. Cam-
R. C. Post America	bridge, Mrs.
Head Letter	Wright, W.
Kramer, Mrs. (Shal)	Zeldner Fritz

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S.S.	<i>Calchis</i>	N. J. Clay
	<i>Dynamen</i>	A. F. Lindberg
	<i>Dynamus</i>	Capt. G. Snoodon
	<i>Elg</i>	Capt. M. E. Marensson
Bark	<i>Forfarshire</i>	P. W. Fenton
	<i>Grosvenor</i>	Capt. G. H. Boys
	<i>Grosvenor</i>	Schelle Suzetti
S.S.	<i>Kuetyang</i>	Capt. G. Hooker
U.S.S.	<i>Lizium</i>	S. Beggs
	<i>Kentucky</i>	Sam Harry
	<i>New York</i>	Commanders-in-Chief
S.S.	<i>Mennon</i>	Martin Peterson
	<i>Kong Beng</i>	Capt. W. Motternann
	<i>Pyrhus</i>	A. Huddleston
	<i>Radley</i>	J. E. Beale



tons. Against this must be put 100 river steamers of 22,790 tons, which ran in 1901 and not in 1900. This leaves 100 river steamers of 706 tons to be accounted for, and this is explained by the fact that the larger river steamers have run fewer trips, and the smaller ones more trips.

It may here be mentioned that three coasting steamers were employed during part of the year as transports (transports are not included in this table). If we compare their figures for 1901 with those of 1900, it is found that, in consequence of their being so employed, they entered and cleared 73 times less in the latter year with a tonnage diminished by 71,773 tons. Certain other steamers not coasters, have also been taken off the run, as transports, and it is a natural presumption that, had they not been so, their visits would have assisted to swell the figures of British shipping.

This will help to account for the small net annual increase in British ocean-going steamers.

For vessels under Foreign flags, there is shown an increase in both number and tonnage, viz., 663 ships of 478,533 tons. This is to be explained as follows:—

(I.) Foreign river steamers have increased by 405 ships of 81,476 tons, owing to three vessels having started running this year, viz., 1 French, 1 Portuguese, and 1 Chinese.

(II.) Several small ocean-going vessels of German and French nationality (including some junk under French colours which were for a short time treated as French ships) have come on the run during the year.

(III.) Ocean steamers on the Home run continue to increase in size.

One Korean steamer visited the port for trading purposes during the year, the first on record.

The actual number of ships of European construction (exclusive of river steamers and steam launches) entering the port during 1901 was 682, being 337 British and 345 Foreign.

These 682 vessels entered 3,570 times, and gave a total tonnage of 5,555,332 tons.

Thus compared with 1900, 27 less vessels entered 130 more times and gave a total tonnage increased by 288,310 tons.

#### OUR LONDON LETTER.

(From our own Correspondent.)

LONDON, March 20th.

THE WEI-HAI-WEI DEBATE  
In the Lords on Thursday night was quite a big affair; only a few peers spoke but they all had something to say, and for the most part displayed more or less intimate acquaintance with the subject in hand.

Lord Portsmouth opened the ball by asking for papers respecting the extraordinary change of front perpetrated by the Government over the management of the China port. He reminded the House that Wei-hai-wei had nominally been taken over as a set-off against the Russian acquisition of Port Arthur, from which town it was only ninety miles distant.

Colonel Lewis, the expert, despatched at the time and a thoroughly competent man recommended that the building be commenced at once, with the object of making Wei-hai-wei a strong naval base, and accordingly his forte were put in hand, and completed by 1901 though no guns were supplied. Seeing that both Admiral Seymour and Admiral Fitzgibbon were at one with Colonel Lewis respecting the value of the town as a fortress, and moreover remembering that Port Arthur has been rendered practically invulnerable just at our doors, Lord Portsmouth was of opinion that something very conclusive in the way of evidence would need to be brought forward, if the country were to be reassured as to the wisdom of the new policy. He further pressed for particulars as to the money already expended from which no return can now be expected, and finally he added a few words to prove that the British naval position in the East is at the present time by no means what it ought to be. It is never very wise to trust all the eggs in one basket, and Lord Portsmouth's argument amounted in effect to stating that Hongkong is our only basket in the China seas, and not a very safe one at that. He pointed out that unlike Port Arthur and Vladivostok, the English Colony is vulnerable to torpedo attack from the French base, in addition to falling far short of the rank of a first-class fortress.

Viscount Goschen and Lord Lansdowne replied for the Government. The former frankly admitted a change of policy, and explained that it arose out of a change in the views of the experts. Hardly one of the board which had advised him at the time when Wei-hai-wei was first leased, was now in office, and the new officers represented a new school of thought. While deprecating the practice of introducing personalities into debate, he could not refrain from mentioning that Sir Cyprian Bridge and Sir James Bruce, the new Commander-in-Chief and second in command, recommended the abandonment of the defences of Wei-hai-wei, go less surgently, and, in the opinion of the Cabinet, with whom the ultimate responsibility lay, more cogently than their predecessors had favoured the opposite plan. In both policies, Government had followed the guidance of their naval experts, to whom the defence of the Empire in that part of the world must ultimately be entrusted. Moreover the present Board of Admiralty believed that the action would get more value for its money in the building of further ships rather than in the erection of forts.

All this was frankness itself, and points moreover to the adoption of that oft-recommended system by which in matters connected with the Defences, the Civil authorities should select the best possible professional experts and abide by their opinions. It is something to know that ministers have the courage to

endure the sacers incidental to a completely charged programme, but there are disadvantages attaching to such open discussion of what is usually said only in secret. The public is just a little uneasy to learn how radical are the differences which divide one naval school from another, and points out that it is difficult to see how any firm and lasting policy can be inaugurated if on the termination of each command, all the scheme of the preceding five years is to be set aside. The balance of naval opinion, as I mentioned in a previous letter, is at present entirely in agreement with the latest decision respecting Wei-hai-wei, and the Admiralty authorities declare that the measure of fortification previously introduced would have been of no avail even supposing the breakwater could be constructed and kept in repair, about which there is now some doubt. It is not understood that Admiral Seymour and his colleague ever recommended the turning of Wei-hai-wei into another Gibraltar—and anything short of that would be of little utility.

DR. BLACKBURN, who about ten years ago lived for a time in Hongkong, before settling in Nagasaki died last week at Edmonton where he had been residing since his return to England. Another little item of which reached me a couple of days ago is that Sir William Dalrymple, the great aural specialist, is about to start on a trip through the East and will spend a little time at Hongkong.

The report of the Fulham Palace RITUAL CONFERENCE has been issued this week. A year or so before his death, the late Bishop Creighton instituted these Round-Table meetings, to which he invited leading clerics and occasionally laymen of the diocese, of widely diverse views to come together and discuss in brotherly fashion, their differences of opinion. Bishop Winnington-Ingram having decided to continue this plan, selected as the subject for this year's conference the vexed question of auricular confession and absolution. Two laymen, Viscount Halifax and Chancellor Smith, representing the extreme parties, and some dozen, or twenty clergy of all shades of opinion assembled at Fulham Palace a few weeks ago, and for two or three days debated this thorny topic. The Bishop was not present, that he might avoid the appearance of siding with either party but he added a few valuable comments to the report just published. It does not strike the ordinary mind that the meeting got much "forerider," but undoubtedly it makes for unity when the ardent spirits on either hand are brought face to face, to find that amid much diversity, they yet have many points of contact. The following three matters were unanimously agreed upon:—

1. That Absolution is vested in the Church as a whole, and not only in the clergy as one class.

2. That Anglican formularies do permit of private Confession and Absolution in certain cases.

That private Confession was not known in the primitive church, and probably only arose when the "Golly discipline" of public penance fell into disuse.

As to whether the habitual practice of Confession should be encouraged, the Conference remained deeply divided.

It is unlikely that these "discussions" will influence the bulk of Churchmen in either direction.

THE SIAM PAPER CURRENCY.

The Bangkok Times understands that the new Government Paper Currency Office will probably not be opened for another two or three months. At one time it was hoped that work might be commenced on the 1st instant the beginning of the Siamese year 121—but there has been some delay in obtaining the notes from the printers, and according to present advices they are not expected to arrive until the end of May or beginning of June. In the meantime everything is in readiness for their storage and issue. An office, with strong-room, has been prepared on the ground-floor of the Minister of Finance, a code of rules drawn up, and the Director and his Assistant appointed, and a small staff engaged with which to commence work.

HONGKONG DOCKYARD EXTENSION.

In the account prepared by the Admiralty under the provisions of the Naval Works Act for 1900-1901 we find the details as to the expenditure on the Hongkong Dockyard extension. The total estimated cost is £1,275,500, including £68,000 for fixed machinery. The expenditure in the year ended March 31, 1901, was £24,287,155, 3d., and the total expenditure to date £85,981,178, 2d. The amount authorised to be expended up to the present time out of the funds provided by the several Naval Works Acts is £107,365, so that a sum of £20,383,25, 10d. less has been spent than was authorised under the Naval Works Acts. The explanation of the cause of variation between actual expenditure and amount available is that more time was occupied in the preliminary work than was anticipated, and the expenditure has consequently fallen below expectations.

EXCHANGE.

Hongkong, 22nd April.  
ON LONDON, Telegraphic Transfer, 1/18 5/15  
Bank Bills, on demand, 1/18 1/8  
Credits, 4 months' sight, 1/18 1/8  
D/M's, 4 months' sight, 1/18 1/8  
ON BRISTOL, Bank Bills, on demand, 1/18 1/8  
Credits, 4 months' sight, 1/18 1/8  
ON NEW YORK, Bank Bills, on demand, 1/18 1/8  
Credits, 30 days' sight, 1/18 1/8  
ON SHANGHAI, Telegraphic Transfer, 1/18 1/8  
Private 30 days' sight, 1/18 1/8  
ON YOKOHAMA, T.T., 1/18 1/8  
Sovereigns, Bank's Buying Rate, 1/18 1/8  
Gold Leaf, 100 to 1, 1/18 1/8  
Bar Silver, 100 to 1, 1/18 1/8  
Dollar, 100 to 1, 1/18 1/8

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THE HONGKONG DOCKYARD EXTENSION.

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Hongkong, 2nd July, 1900. [17]

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TERMS MODERATE.  
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571.000 = 52. 9. 11. 1  
671 = 1. 2. 13  
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600 = 1. 1. 3  
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Hongkong, 28th December, 1901. [1413c]

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WAKASA MARU	KOBE and YOKOHAMA	FRIDAY, 25th April, at Daylight.
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 25th April, at Noon.
HIROSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 25th April, at Noon.
YAWATA MARU	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SATURDAY, 3rd May, at Noon.
Tosa MARU	VICTORIA, B.C. and SEATTLE U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 5th May, at 4 P.M.

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## OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW AND LIVERPOOL	GLAUCUS	25th April, 1902.
	AGAMEMNON	30th "
	DEUCALION	7th May, "

S.S. "GLAUCUS" left SINGAPORE on the 19th instant, P.M., and is expected here on the 25th instant, P.M.

## HOMEWARDS.

## FOR LONDON.

"DIOMED"	29th April, 1902.
"GLAUCUS"	13th May, "
"AGAMEMNON"	27th "
"STENTOR"	10th June, "
"ALCINOUS"	24th June, "
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).	8th July, "
"ACHILLES"	20th May, 1902.
"PELEUS"	10th June, "

For Freight, apply to

**BUTTERFIELD & SWIRE, Agents, O. S. S. Co.**

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

Agents for and in connection with  
**THE OREGON RAILROAD AND NAVIGATION COMPANY,**  
Operating the New First-class Steamships  
"INDRAVELLI," "INDRAPURA,"  
and  
"INDRASHAMHA,"  
between

## HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,  
and YOKOHAMA.

THE Steamship "INDRAVELLI," will be despatched for PORTLAND (OR.) on or about the 30th April.  
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For Freight, apply to

**THE PORTLAND AND ASIATIC STEAMSHIP CO. ALLAN CAMERON, General Agent.**

## OSAKA SHOSHEN KAISHA.

## PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOW	"ANPING MARU"	K. Suzuki	WEDNESDAY, 23rd April.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 27th April.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 30th April.
FOR TAMSUI	"DAIGI MARU"	T. Kitano	SUNDAY, 4th May.

\* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.  
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.  
Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

## OSAKA SHOSHEN KAISHA.

For Freight, Passage and further Information, apply to  
**THE MITSUI BUSSAN KAISHA, Agents.**  
Hongkong, 21st April, 1902. [1379c]



## TO KISENYO KAISHA (ORIENTAL S.S. CO.)

## REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

## "ROSETTA MARU"

3870 Tons.  
Captain Tate, will be despatched hence for MANILA, on THURSDAY, the 24th instant, at Noon.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivaled speed. Electric light.

For Freight or Passage, apply to

**THE MITSUI BUSSAN KAISHA, Agents.**

Princes Buildings, Ice House Street.

Hongkong, 19th April, 1902. [171d]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

## "AUSTRALIAN"

Captain Helms, will be despatched as above on THURSDAY, the 5th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions. Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.D.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

**GIBB, LIVINGSTON & Co., Agents.**

Hongkong, 17th April, 1902. [155d]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

## "RUBI"

Captain Almond, will be despatched for the above Port, on THURSDAY, the 24th instant, at Noon.

Highest Class Passenger Steamers, High Powered, Newest and most up to date on the run. All Accommodation Admirable. Electric Light and other Modern Improvements. A Surgeon is carried.

For Freight or Passage, apply to

**SHEWAN, TOMES & Co., General Managers.**

Hongkong, 15th April, 1902. [147d]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

## "AUSTRIA"

Captain Fellner, will leave for the above places, on TUESDAY, the 29th instant.

The steamer has capital accommodation for passengers. Electric light and carries a doctor.

For Freight or Passage, apply to

**SANDER, WIELER & Co., Agents.**

Hongkong, 16th April, 1902. [151d]

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"MARISTOW".....On 29th April.

"MOGUL".....On 7th May.

"MACDUFF".....On 24th May.

"SATSUMA".....On 7th June.

"SHIMOSA".....On 24th June.

"HEATHBURN".....On 7th July.

"REICHMUND CASTLE".....On 24th July.

For Freight and further Information, apply to

**DODWELL & Co., LIMITED, Agents.**

Hongkong, 14th April, 1902. [139d]

## Shipping.

## STEAMERS.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

## "KUMSANG"

Captain Buller, will be despatched as above TO-MORROW, the 23rd instant, at Noon.

For Freight or Passage, apply to

**JARDINE, MATHESON & Co., General Managers.**

Hongkong, 22nd April, 1902. [145d]

## SHEWAN TOMES &amp; CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

## "QUEENSLAND"

Captain Gray, will be despatched for the above Port, on or about the 30th May.

For Freight, apply to

**SHEWAN, TOMES & Co., Agents.**

Hongkong, 9th April, 1902. [143d]

## Insurance.

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1902. [20]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S.N. Co's Steamship

## "JAVA"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 24th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWITT, Superintendent.

Hongkong, 17th April, 1902. [14]

## FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

## "MARBURG"

Captain Zacharias, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forward unless notice to the contrary be given before NOON, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 18th April, 1902. [159d]



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

## "SILESIA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 25th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th instant, will be subject to rent.

Bills of Lading will be countersigned by

**SANDER, WIELER & Co., Agents.**

Hongkong, 18th April, 1902. [135d]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

## "CATHERINE APCAR"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at consignees' risk and expenses.

Cargo remaining on board after the 23rd instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

**DAVID SASSOON & Co., LIMITED, Agents.**

Hongkong, 21st April, 1902. [166d]

## Consignees.

## STEAMSHIP "TONKIN."

## COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, ex s.s. Bagdad, and from Bordeaux, ex s.s. Ville de Rochfort, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 19th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after SATURDAY, the 26th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 26th instant, or they will not be recognised.

All damaged packages will be examined on SATURDAY, the 26th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 19th April, 1902. [1004c]

## TOYO KISEN KAISHA.

## NOTICE.

CONSIGNEES of CARGO per Steamship

## "AMERICA MARU."

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 28th instant, will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 21st April, 1902. [1]

## Intimations.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

## BASTMAN'S KODAK AND FILMS.

Sole Agents for OMEGA WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

## KANANGA OF JAPAN.

(REGISTERED) RIGAUD and Co. PARIS.

## Kananga Water.

the most delightful Toilet Water. It renders the skin firm, relieves mosquito bites and imparts a delicate fragrance and feeling of comfort and freshness.

New Sensations in Perfumery.

RIGAUD'S KANANGA EXTRACT

RIGAUD'S WHITE ROSE

RIGAUD'S MELATI EXTRACT

RIGAUD'S IXORA D'AFRIQUE EXTRACT

RIGAUD'S LILY OF THE VALLEY EXTRACT

RIGAUD'S YLANGYLANG EXTRACT

RIGAUD'S BANTAM EXTRACT

RIGAUD'S JASMINE or Chamelle EXTRACT

8, RUE VIVIENNE, 8, PARIS

## DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 4, Queen's Road Central, Hongkong, 31st January, 1902. [126]

## MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 22nd September, 1902. [145]

## HONG SING, 8, Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvasses, and Ducks. Complete Gentlemen's Outfitting.

Hongkong, 10th August, 1901. [96c]

## WO SHING, PRINTER, BOOKBINDER AND RUBBER STAMP MANUFACTURER.

Moderate Prices. No. 29, Pottinger Street. Hongkong, 28th January, 1902. [112d]

## ST. JOSEPH'S COLLEGE, HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we Appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.

THE CHRISTIAN BROTHERS, Hongkong, 22nd November, 1901.

## Intimations.

## HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of 6% for the Half Year (from 1st October, 1901 to 31st March, 1902), has been declared.

DIVIDEND WARRANTS will be issued and posted on and after THURSDAY, the 24th instant.

The TRANSFER BOOKS will be CLOSED from the 23rd to the 26th instant, both Days inclusive.

By Order. J. W. KEW, Manager.

Hongkong, 19th April, 1902. [149d]

## CANTON DISTRICT.

## LOCAL NOTICE TO MARINERS.&lt;/



## Post Office.

## A Mail will close—

For Canton—Per *Honam*, to-morrow, the 23rd instant, at 7.30 A.M.  
 For Swatow, Amoy and Foochow—Per *Amoy Maru*, to-morrow, the 23rd instant, at 8 A.M.  
 For Swatow, Amoy and Foochow—Per *Haitan*, to-morrow, the 23rd instant, at 8 A.M.  
 For Singapore, Penang and Calcutta—Per *Kumang*, to-morrow, the 23rd inst., at 10 A.M.  
 For Saigon—Per *Telamachus*, to-morrow, the 23rd instant, at 10 A.M.  
 For Shanghai, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of India*, to-morrow, the 23rd instant, at 11 A.M.  
 For Shanghai—Per *Leopold*, to-morrow, the 23rd instant, at 4 P.M.  
 For Swatow—Per *Formosa*, to-morrow, the 23rd instant, at 5 P.M.  
 For Yokohama and Kobe—Per *Austria*, on Tuesday, the 23rd instant, at 10 A.M.  
 For Manila—Per *Rosa*, on Thursday, the 24th instant, at 11 A.M.  
 For Manila—Per *Rosa*, on Thursday, the 24th instant, at 11 A.M.  
 For Moji, Kobe, Yokohama, Victoria, (B.C.) and Seattle, (U.S.A.)—Per *Shinano Maru*, on Thursday, the 24th instant, at 3 P.M.  
 For Swatow—Per *Thales*, on Thursday, the 24th instant, at 5 P.M.  
 For Tientsin—Per *Kwaiyang*, on Friday, the 25th instant, at 4 P.M.  
 For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Glenogle*, on Saturday, the 26th instant, at 10 A.M.  
 For Europe, &c., India, via Tuticorin—Per *Bengal*, on Saturday, the 26th inst., at 11 A.M.  
 For Shanghai—Per *Wong*, on Saturday, the 26th instant, at 3 P.M.  
 For Chiofo and Port Arthur—Per *Hermann Menzell*, on Saturday, the 26th inst., at 3 P.M.  
 For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Taiyuan*, on Monday, the 28th instant, at 4 P.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru*, on Tuesday, the 29th instant, at 11 A.M.  
 For Europe, &c., India, via Tuticorin—Per *Konig Albert*, on Wednesday, the 30th instant, at 11 A.M.  
 For Manila—Per *Sungking*, on Wednesday, the 30th instant, at 4 P.M.  
 For Singapore—Per *Candia*, on Thursday, the 1st May, at 11 A.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, U.C.—Per *Empress of Japan*, on Wednesday, the 14th May, at 11 A.M.

## RIVER STEAMERS, SCHOONERS, AND LORCHAS.

*Fatshan*, British steamer, 1,425, Loebus, Hongkong, Canton, and Macao Steamboat Co.  
*Honam*, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.  
*Pusan*, British steamer, 1,872, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.  
*Hankow*, British steamer, 2,452, C. V. Lloyd, Butterfield & Swire.  
*Hoi-long*, Chinese steamer, 409 tons, Captain, Chi Wo & Co.  
*Tai-on*, British steamer, 728, J. Lawrence, Tai On Steamship Co.  
*Puk Kong*, British steamer, Kwong Wan S.S. Co.  
*Kong Nam*, British steamer, T. Austin, R.N.R., Chinese Owned.

## Hongkong and Macao.

*Huanghai*, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.  
 Macao and Canton.  
*Lungshan*, British steamer, 1,435, F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.  
*Kianglung*, Chinese steamer, 163, R. J. Mackenzie, China Merchant Steam Navigation Co.

## Canton and West River.

*Nanning*, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.  
*Suinan*, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

## VESSELS IN PORT.

**Steamers.**  
*AMERICA MARU*, Japanese steamer, 3,460, P. H. Goings, 10th April—San Francisco 21st Mar., and Shanghai 17th April, Mails and General.—Toyo Kisen Kaisha.  
*AMOI*, German steamer, 663, H. Plambeck, 20th April—Neuchâtel and Chiofo 13th April, General.—Sander, Wieler & Co.  
*ANPING MARU*, Japanese steamer, 1,053, K. Sudoiki, 20th April—Fochow 14th April, General.—Mitsui Bussan Kaisha.  
*CATHERINE PEACAR*, British steamer, 1,730, S. H. Belson, 21st April—Calcutta 6th April, Penang and Singapore 15th, General.—David Sassoon & Co., Ltd.  
*CROWN OF ARRAGON*, British steamer, 1,474, Downall, 24th Mar.—Moji 15th March, Coal.—Gilman & Co.  
*DAPHNE*, German steamer, 1,291, E. Schipper, 15th April—Malacca 3rd April, Sugar.—E. A. Trading Co.  
*EMPEROR OF INDIA*, British steamer, 3,003, O. P. Marshall, R.N.R., 15th April—Vancouver 24th Mar., and Shanghai 24th April, Mails and General.—R.N.R. Co.  
*GERMAN*, German steamer, 1,404, R. B. Co., 21st April—Moji 16th April, General.—Siemssen & Co.  
*GLENOGLE*, British steamer, 3,750, G. E. Warner, R.N.R., 13th April—Shanghai 17th April, General.—Dodwell & Co., Ltd.  
*HAITAN*, British steamer, 1,183, J. S. Roach, 20th April—Fochow 17th April, Amoy 18th, and Swatow 19th, General.—Douglas, Lapraik & Co.  
*HANOI*, French steamer, 745, P. Merlees, 21st April—Haiphong and Hoihow 20th April, General.—A. R. Marty.  
*HEINRICH MENZEL*, German steamer, 989, C. Stehr, 19th April—Manila 16th April, Ballast.—E. A. Trading Co.  
*HERMANN MENZEL*, German steamer, 1,035, H. E. Schutt, 16th April—Neuchâtel 9th April, Beans.—E. A. Trading Co.  
*KUMANG*, British steamer, 1,277, E. J. Buller, 14th April—Calcutta via Penang and Singapore, 8th April, General.—Jardine, Matheson & Co.  
*MERCEDES*, Danish steamer, 1,925, R. J. Carter, 21st April—Cardiff 6th Mar., Coal.—Government.  
*MEXICAN PRINCE*, British steamer, 1,973, W. Penrice, 20th April—Swatow 19th April, Petroleum.—Meyer & Co.  
*MICHAEL JENSEN*, German steamer, 710, J. Jensen, 19th April—Haiphong 15th April, and Hoihow 18th, General.—Jensen & Co.  
*ROSETTA MARU*, Japanese steamer, 2,402, N. Tate, 15th April—Manila 19th April, General.—Mitsui Bussan Kaisha.  
*SHINANO MARU*, Japanese steamer, 6,300, M. S. Campbell, 13th April—Shanghai 14th April, General.—Nippon Yusen Kaisha.

**TAICHOW**, German steamer, 862, Bartling, 15th April—Bangkok 9th April, Rice and Wood.—Butterfield & Swire.  
**TAI FU**, German steamer, 1,063, H. Mennel, 19th April—Saigon 15th April, Rice.—Chinese.  
**TELEMACHUS**, British steamer, 1,340, J. Williamson, 20th April—Swatow 19th April, Ballast.—Nam Wo & Co.  
**TORDENSKJOLD**, Norwegian steamer, 738, L. Brun, 9th April—Bangkok 1st April, Rice.—Sander, Wieler & Co.  
**TSINTAU**, German steamer, 1,002, C. Koch, 19th April—Bangkok 9th April, Rice and Tankwood.—Butterfield & Swire.  
**WONGKOT**, German steamer, 1,115, W. Reher, 20th April—Bangkok 14th April, General.—Butterfield & Swire.

## Sailing Vessels.

**ALCIDES**, British 4-masted bark, 2,294, L. C. Dart, 12th April—Kobe 27th Mar., General.—Arnhold, Karberg & Co.  
**ANDROMEDA**, British ship, 1,762, Fulton, 8th April—New York 25th Oct., Kerosine Oil.—Standard Oil Co.  
**CONTEST**, British bark, 485, Roberts, 14th April—Rajang 8th Mar., Lumber.—Chinese.  
**LEICESTER CASTLE**, British ship, 2,009, R. D. Peattie, 4th Mar.—New York 31st Sept., Case Oil.—Standard Oil Co.  
**THISTLE**, British bark, 1,200, Owen Williams, 12th April—Fremantle, West Australia 7th Feb., Sandalwood.—Siemssen & Co.

## AGENDA.

**Gospel Hall.**  
 6 Arsenal Street, Top Floor,  
 Off Queen's Road, East.  
 Meetings are held as follows:—  
**SUNDAY.**  
 Acts 2:42 ..... 11 a.m.  
 Gospel Address ..... 6 p.m.  
**TUESDAY.**  
 Soldiers & Sailors Bible Class 6 p.m.  
**THURSDAY.**  
 General Bible Class ..... 6 p.m.  
**SATURDAY.**  
 Prayer Meeting ..... 6 p.m.  
 A hearty welcome given to all.

## TO-DAY.

**WEATHER REPORT.**  
 On date at 4 P.M. On date at 4 P.M.  
 Barometer ..... 29.92 29.84  
 Temperature ..... 79 81  
 Humidity ..... 80 75  
 Rainfall .....

## SHIPPING AND MAIL NEWS.

**MAILS DUE.**  
 English (Sumatra) 24th inst.  
 American (City of Peking) 27th inst.  
 German (Konig Albert) 29th inst.  
 Canadian (Athenian) 30th inst.  
 German (Prinz Regent Luitpold) 30th inst.  
 Canadian (Empress of Japan) 5th prox.  
 American (Gaelic) 6th prox.  
 American (Hongkong Maru) 13th prox.

The A. L. S. N. Co.'s steamer *Austria* left Singapore for this port yesterday the 21st inst.

## HONGKONG AND WHAMPDOA DOCK RETURNS.

*Skramstad* ..... at Kowloon Dock.  
*Tordenskjold* ..... " "  
*S.M.S. Tiger* ..... " "  
*H.M.S. Otter* ..... " "  
*Isla de Cuba* ..... " "  
*U.S.S. Monadnock* ..... " "  
*Taihow* ..... at Cosmoopolitan.

## PASSED THE CANAL.

**Outward—4th March—St. Bede, Adelaide.**  
 21st March—*Alania, Adelaide*. 23rd March—*Argo, Frithof*. 1st April—*Wakusa Maru, Agamemnon, Serbia, Sumatra, Benlomad*. 8th April—*Suez, Elba, Decaulon, Luitpold, Glenlogan, Sheikh, Wursburg*. 11th April—*Glenarney, Kangawa Maru*. 15th April—*Benlauer, Gisela, Laos, Nurnberg*.  
**Homeward—4th March—Patroclus**. 1st April—*Glenarney, Indrani, Fedtzeis*. 8th April—*Ajaks, Banca, Tamba Maru*. 11th April—*Louther Castle*.

**Arrivals at Home—21st Feb.—L. Schepf.**  
 26th Feb.—*Strassburg, Korea*. 4th March—*Huyman, Lausberg, Caledonia, Llanino, Sado Maru, Lennox*. 21st March—*Sambila, Stentor, Wm. H. Connor*. 24th March—*Shanghai*. 25th March—*Afridi*. 1st April—*George F. Hoy, Bingo Maru, Salazie, Hamburg, Ambria*. 4th April—*Driesen, Tantalus, Idomeneus*. 8th April—*Sachsen, Sydney*. 11th April—*E. B. Sutton*. 15th April—*Hilglen, Memnon*.

## SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

**April 3rd.**  
 The officers of the s.s. *Amare* are:—Capt. C. J. Malack, Chief officer E. H. Grainger, and officer P. Martin, 3rd officer R. Norris, Chief engineer F. R. Pinkerton, and engineer R. Glover, promoted in place of Mr. T. Wright who is on home leave. Mr. F. Chapman replaced Mr. Glover as 3rd engineer Mr. N. Moses 4th engineer.  
**April 4th.**  
 The officers of the s.s. *Pekin* are:—Chief officer E. M. McBarrett, R.N.R. 2nd officer E. H. Orchard, R.N.R. 3rd officer A. H. Ayres, R.N.R. 4th officer H. J. Jones, Chief engineer A. E. Jurd.  
**April 5th.**  
 The s.s. *Kashing*—Mr. F. Everett, relieved Chief officer Mr. Brazier.  
**April 10th.**  
 The officers of the s.s. *Kiukiang* are:—Capt. Hopkins, transferred to s.s. *Chinkiang* replaced by Capt. W. Miller, G. Rollo, 2nd officer transferred to s.s. *Chili*, W. E. Molson, A. Jones, Chief engineer, on leave ex *Patting* replaced by C. McKendrick.  
**April 11th.**  
 The s.s. *Shantung*—Mr. Hendry, third engineer, transferred to Shanghai Mr. Richards joined third engineer.  
**April 12th.**  
 The s.s. *Yong*—Mr. Jones, Chief officer, left, succeeded by Mr. Bie.  
**April 14th.**  
 The officers of the s.s. *Hong Sang* are:—Chief officer Mr. Homeward, 2nd officer Mr. Gilroy, 3rd officer Mr. Robertson, Chief engineer Mr. Tom Kerr, and engineer A. Baker, 3rd engineer A. P. Proudfoot.  
**April 15th.**  
 The officers of the s.s. *Halmun* are:—Chief officer C. Mutton, 2nd officer R. Williams, Chief engineer G. Smith, 2nd engineer I. Sayers, 3rd engineer P. Walters, Mr. Ramsey Chief engineer on leave.

Mr. Marshall late 2nd officer having obtained a shore appointment has left the steamer *Australia*.

**April 14th.**  
 The officers of the s.s. *Yushun* are:—Capt. Lewis H. Rukards, chief mate Malcolm. A. Chilli, second mate Jacob Call, chief engineer Donald Scott, and engineer J. R. McBain, 3rd engineer Aubrey Smart.

**April 21st.**  
 The officers of the s.s. *Pekin* are:—E. M. McBarrett, Chief officer; E. H. Orchard, 2nd officer; from R.M.S. *Persia*; A. H. Ayres, 3rd officer; H. J. Jones, 4th officer; from R.M.S. *Paranatta*.

## VISITORS AT THE HONGKONG HOTEL.

Andrews, D. W. Hunter, Dr. W. Jackson, Mrs. & child. Katsch, E. A. King, Major H. S. Kolkenbach, E. Lara, Mr. & Mrs. J. de Leborne, Mr. & Mrs. G. Lee, Major and Mrs. Lee, I. E. Levy, Mr. Lopez, A. Lyons, R. Mabey, Mrs. Mackie, Gordon Marlow, W. T. McDowell, Miss M. Churra, C. de Churra, S. V. Clark, Dr. F. Clementi, C. Cole, G. C. Colson, J. S. Connell, D. J. O'Crado, Dr. J. M. Cramer, H. C. Davies, Mr. & Mrs. Edwards, F. W. Einmann, W. Elmors, F. Evans, N. G. Fisher, H. G. Fumagalli, C. Gibson, Mr. and Mrs. Kennedy Glover, C. Godard, Mr. Godard, Miss Grant, A. W. Grant, John Greig, R. Hamman, Th. Hanlon, A. H. O' Hanlon, W. O. Heaps, E. O. Heckford, R. G. Hobden, Mr. Hollingsworth, A. Hood, M. Thos. Huxar, Thos. Huxar, Mr. and Mrs. N. Wyse, R. C.

## THE CONNAUGHT HOTEL.

Alfred, Mrs. Robinson, Mr. & Mrs. A. E. Clutton, Mrs. M. Clutton, Miss B. Fairchild, Mr. Gonsales, Mr. Gumpert, Mr. and Mrs. J. C. Hindmarsh, Mr. & Mrs. T. W. Homan, Miss MacKenzie, Mrs. C. McMillan, A. C. Moffatt, G. Pontifex, E. C.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, James Johnson, C.R.A., Lieut. Benson, Capt. and Mrs. Col. R. F. Libeaud, Mrs. Libeaud, E. V. Blood, G. Bonnan, J. W. C. Martin, R. E. May, A. J. Brynne, H. F. R. McDermott, A. P. Brown, R. E. Col. L. F. Miller, Mr. & Mrs. Mitchell, Robert. Cameron, Mr. and Mrs. Osborne, R.A., Major Allan Oxon, G. C. M. Chapman, Mr. and Mrs. Perfect, G. Grosvenor Mrs. A. Pitt, R.N., Mr. John Clarke, W. G. Rennie, A. H. Connrie, A. F. Roese, Eberhard A. Crippin, A. G. Ross, Alexander. Dann, Mr. and Mrs. G. Runsey, R.N., Hon. H. Murray. Denny, D.A.A.G., Major Sherbrooke, R.N., Lt. and Mrs. H. G. Drayson, Mr. & Mrs. Sawyer, Mrs. Dunford, Mrs. & child Sherbrooke, Mrs. H. G. Edmondson, E. B. Sinclair, A. Edwards, Mrs. Palkhaver, W. C. C. Fernier, A. P. D. Lieut. Torrell, Mr. and Mrs. H. D. Forbes, Andrew Thomson, J. S. Grimble, Geo. Woods, Miss Hamilton, Major Hansen, Betram E. Hewett, A.P.D., Capt. Houten, J. von Hughes, Col. James, R.A., Major and Mrs. Wise, Hon. and Mrs. A. C. and child. Jeffries, H. N.

## CRAGIEBURN.

Brown, Mr. and Mrs. Pritchard, Capt. & Mrs. H. Matheson. George, Mr. and Mrs. C. Surplice, Mr. and Mrs. Grant, G. C. L. Whitty, R.A.M.C., Major Helms, W. M. J. Ough, Mr. and Mrs. A. Whitty, Mrs. M. J. H. Simpson, Capt. & Mrs. H. J.

## VISITORS AT THE KOWLOON HOTEL.

Anderson, Capt. and Hellden, S. Mrs. (H.K.R.). Hutchison, Capt. and Mrs. J. Campbell, Capt. C. D. Lilly, Mrs. & daughter Luthum, Mr. Crockett, Mrs. Patrick, Capt. Crockett, Miss Steffen, Mr.

## VISITORS AT THE QUEEN'S HOTEL.

Botsch, B. Keith, Mr. and Mrs. Colgrove, R. & 2 children. Edmunds, Mr. & Mrs. Murphy, Mr. and Mrs. Grant, G. C. L. Stansbury, Lieut. and child. Eichbaum, Mr. & Mrs. Steher, Mr. Fair, A. Wedekind, Mr. Fasch, Mr. Wheeler, Mr. and Mrs. Hegen, M. White, Robert Helms, T.

## OPTUM QUOTATIONS.

Hongkong, 22nd April.  
 To-day's quotations are as follows:—  
 BENGAL—New Patna ..... 950/80  
 Old Patna ..... 890  
 New Benares ..... 890  
 Old Benares ..... 920 nom.  
 MALWA—New ..... 880  
 Last year's ..... 950/80  
 1/2 years' old ..... 920/30  
 3/4 years' old ..... 930/40  
 Buttermilk ..... 940  
 PERSIAN—Superior drug was sold. 575/50

## CHINA COAST METEOROLOGICAL REGISTER.

STATION	HOUR	BAROMETER	TEMPERATURE	HUMIDITY	DIRECTION	FORCE	WEATHER
Wladivostok	2 p.m.	29.33	63	—	NE	1	b
Tokio	"	29.82	—	—	W	4	—
Kobe	"	29.95	—	—	SW	4	—
Nagasaki	"	29.91	—	—	—	—	—
Kagoshima	"	29.95	—	—	—	—	—
Taihou	1 p.m.	29.91	—	—	NW	4	—
Haiphong	"	29.88	—	—	W	4	—
Tainan	"	29.87	—	—	SE	6	—
Koshun	"	29.89	—	—	SE	6	—
Pescadores	"	29.92	—	—	SE	6	—
Gutlaff	3 p.m.	29.81	63	—	SE	3	cv
Sharp Peak	"	29.79	77	—	SE	2	—
Amoy	2.30 p.m.	29.81	78	—	SE	4	c
Swatow	3 p.m.	29.85	84	—	SE	1	b
Canton	"	29.83	77	—	SE	2	o
Hongkong	4 p.m.	29.83	77	—	SE	2	o
Victoria Peak	"	29.83	83	—	SE	3	c
Gap Rock	"	29.83	83	—	SE	3	c
Manila	1 p.m.	29.80	91	—	SE	1	b
Malate	4 p.m.	29.80	91	—	SE	1	b
Bacolod	5 p.m.	—	—	—	N	3	b
Iloilo	"	29.81	88	—	N	3	b
Cebu	"	29.83	86	—	N	4	b
C. St. James	"	—	—	—	NE	2	b

## April 22nd, 1902, a.m.

Wladivostok	7 a.m.	29.82	38	—	NW	3	c
Tokio	6 a.m.	29.71	—	—	W	4	—
Kobe	"	29.87	—	—	W	4	—
Nagasaki	"	29.87	—	—	SE	2	—
Kagoshima	"	29.91	—	—	—	—	—
Taihou	5 a.m.	—	—	—	—	—	—
Tainan	"	—	—	—	—	—	—
Koshun	"	—	—	—	—	—	—
Pescadores	"	—	—	—	—	—	—
Gutlaff	9 a.m.	29.84	63	—	SE	3	cv
Sharp Peak	"	29.82	72	—	SE	1	c
Amoy	6.30 a.m.	29.92	72	—	SE	1	c
Swatow	9 a.m.	29.81	78	—	SE	1	c
Canton	"	29.82	80	—	SE	2	o
Hongkong	10 a.m.	29.79	80	—	SE	2	o
Victoria Peak	"	29.81	82	—	SE	3	c
Gap Rock	"	29.81	82	—	SE	3	c
Manila	7 a.m.	29.88	88	—	NE	1	c
Malate	10 a.m.	29.88	88	—	NE	1	c
Bacolod	9 a.m.	—	—	—	N	4	b
Iloilo	"	29.92	84	—	E	1	c
Cebu	"	29.91	86	—	N	4	b
C. St. James	7 a.m.	—	—	—	NE	3	c

On the 22nd at noon. The barometer has fallen in E. Japan and N. China. The depression has moved Eastwards and is now lying over the N. islands of Japan. The highest pressure lies to the E. of the Loochoos. Gradients slight for S. and E. winds on the China coast. Forecast—light S.E. breezes; fair.

F. G. Figg, First Assistant.  
 Hongkong Observatory, April 22nd, 1902.

## PROJECTED SAILINGS.

DESTINATION.	VESSELS.	DATE.
Anping, &c.	Maidzuru Maru	April 30
Bremen, &c.	Preussen	June 12
"	Hamburg	June 26
"	Sachsen	July 24
"	Klauschou	Aug. 7
"	Bayern	Aug. 27
"	Konig Albert	April 30
"	P. R. Luitpold	May 14
"	Prinz Heinrich	July 10
"	Hiroshima Maru	April 25
"	Anping Maru	April 25
"	Adria	May 10
"	Segovia	April 29
"	Saxonia	May 21
"	Serbia	June 4
"	Suevia	June 18
"	Strassburg	July 1
"	Kasuga Maru	April 21
"	Wakasa Maru	April 25
"	Achilles	May 29
"	Peleus	June 10
"	Diomed	April 29
"	Machaon	May 13
"	Bengal	April 20
"	Gladius	June 10
"	Agamemnon	June 27
"	Alcides	June 24
"	Rosetta Maru	April 24
"	Surgikang	April 30
"	Candia	May 1
"	Indus	May 5
"	Maristow	April 29
"	Mogul	May 7
"	Madoff	May 24
"	Satsuma	June 7
"	Queensland	May 30
"	Taiyuan	April 28
"	Indravelli	April 30
"	Hongkong Maru	May 23
"	America Maru	April 20
"	City of Peking	May 6
"	Doric	June 7
"	Gaelic	May 15



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April 14th.

R. G. HECKFORD,  
MANAGER.